



ACROSS

THE CANADIAN PRAIRIES



A TWO MONTHS HOLIDAY IN THE DOMINION

BY

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INTRODUCTION.

THE letters which are collected in this little volume were written during a two months' visit to Canada in the autumn of 1894. They are reprinted by permission of the proprietors of *The Colonies and India*, in which journal they first appeared. It has been thought that they might be interesting, not only to persons who are acquainted with the districts in which I travelled, but to those who take an interest in the progress of the country.

Of course, much of what was written of 1894 applies equally to 1895; but the condition of things now is even brighter and more prosperous than it was then, in view of the revival of trade, and of the magnificent harvest with which Canada has been favoured this year. The letters, however, even in their collected form, merely contain the impressions of a traveller, and are not in any way intended to be a "book" in the usual sense of the term. There are, no doubt, many matters which have omitted, deserving of attention, while others that are referred to deserve more extended treatment than they have received.

I should like to have devoted much more space to the development of steam communication, and to the work of the various steamship companies whose vessels, plying between British ports and Canada, have done so much to promote the development of the country and its commerce. The same remark applies to the railways and canals of Canada, of which only passing mention has been made. The growth of the railways in the Dominion in the last twenty years has, for instance, been marvellous, and their

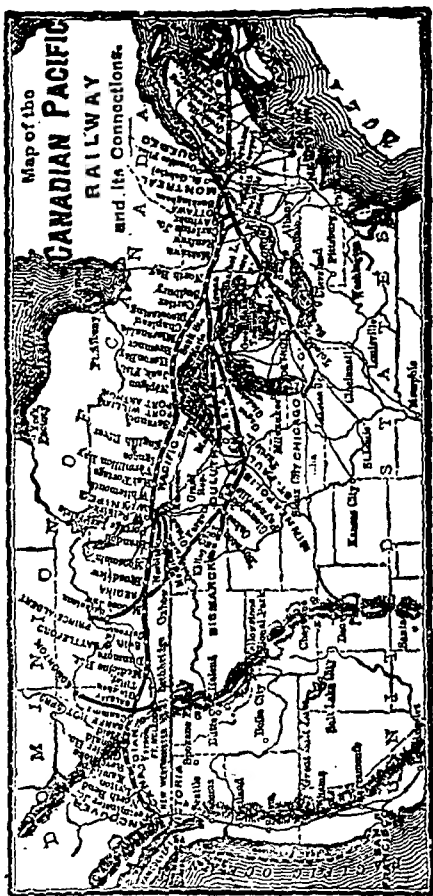
effect upon inter-provincial development can hardly be realised, much less over-estimated. There is also the excellent banking system, which has done so much to preserve the country from the dangers of the financial and commercial depression that has been passing over the world since 1890. Apart from their ordinary commercial business, the growth of the deposits in the banks, and particularly the expansion of the deposits in the Post Office and Government Savings Banks, form a valuable object-lesson in themselves of the wonderful improvement in the social condition of Canada since Confederation.

Then, again, there is the old Hudson Bay Company, which has played so important a part in the history of Canada for over 200 years. It seems only yesterday that it handed over to Canada the administration of a territory—now Manitoba and the North-West Territories—almost as large as Europe. So well did its officers administer it that the task of dealing with the Indians subsequently, and of preparing the way for settlement, was a comparatively easy one, notwithstanding the difficulties that occurred in 1870 and 1885, owing to the eccentricities and vanity of some of the half-breeds. The company still occupies a prominent position in the country as a trading concern. Its fur trade in the Far North remains unimpaired; and it has, besides, a large stake in the great North-West, in the shape of the many millions of acres of land of which it is the owner.

I might also, perhaps, have laid greater stress upon the scenic attractions of Canada, and upon its charms for the sportsman. No good purpose, however, will be served by attempting to make up in an introduction for the deficiencies of the letters, especially in regard to matters that are somewhat outside their scope. I can only hope that they may be of some interest to those persons into whose hands they may fall.

London : November 1895.





ACROSS THE CANADIAN PRAIRIES.

I.

THE VOYAGE.

So much has been written from time to time about the pleasures, and about the trials to some people, of the voyage across the Atlantic, that there seems little that is new to be said upon the subject. The embarkation at Liverpool, the partings of friends, the starting of the big ship, the process of settling down in one's cabin, and the preparations for possible disagreements with the Atlantic rollers, have frequently been dilated upon ; and it is the same story over and over again. After one or two trips the novelty of these things is apt to wear off, and they are taken as matters of course ; but still there is much to interest the observant mind always. Most of the passengers, or many of them, are strangers to one another, and for the first few days much speculation takes place as to who's who, the names of the people, destinations, business, and so on ; and it is sometimes amusing to hear the stories that are circulated by gossips—individuals always to be found on every ship.

Our vessel was the good ship *Parisian*, of the Allan Line—a favourite boat with Canadian passengers, and we cast off from the Alexandra Dock on a sunny afternoon in August ; but, owing to the tide or some other cause, we did not leave the Mersey until late at night. That meant curtailing our stay at Moville, the delightful little village on Loch Foyle, off which the Canadian mail steamers generally wait for the mails to be brought down on a tug from the famous city of Derry. The steamer usually stays there for five or six hours, giving the passengers an opportunity to land, to drive on a jaunting car

to Green Castle, or wherever their fancy leads them, to buy shamrocks and Irish soil, blackthorns, and "potheen"—a vile concoction of various kinds of abomination purchased on the assurance that it is genuine "crathur" manufactured at home; guaranteed not to have paid duty. As the *Parisian* only reached Moville just before the arrival of the mails, these pleasures were not available to her passengers, and all they could do was to buy "shillelaghs," at prices much above their value, and to listen to the airs of "ould Ireland," as played by an old fiddler who came on board.

Soon after we made our final start from Ireland, passengers, on the deck, became less numerous than before, and there were many vacant chairs at the tables. The weather was not especially bad, but there was evidently more motion going on than was comfortable to some of our friends, and they showed that they did not appreciate it by staying in their cabins—some of them lamenting loudly.

But these disagreements soon came to an end, and the ship's company was as lively and friendly as is usually the case after two or three days out. Such amusements as are possible on board, like quoits and shuffleboard, became popular, and pools on the run of the ship were of daily occurrence. Then, two or three days before entering the St. Lawrence, preparations began for the concert always held in aid of the Liverpool Seamen's Orphanage, and its organisation and the special programme to be arranged when there are any artists on board, entailed a good deal of work upon the willing few who undertook the responsibility. Needless to say, the concert was a great success—they always are—and a good round sum was realised for the benefit of the orphans. On the night of our arrival at Rimouski—a village on the River St. Lawrence, about 180 miles from Quebec, where the mails are landed and conveyed to all parts of Canada by special trains—a dance was arranged, with the consent of the captain, and the young people on board enjoyed themselves to their hearts' content.

One of the great advantages of the St. Lawrence route is the fact that the last three days of the voyage is in the comparatively smooth waters of the gulf and river of that name. The scenery along the shores, when they can be seen, for it must be remembered that both the Gulf and River are of magnificent proportions, is most picturesque. Mountains and

hills, with their coverings of pine and other timber, seem to rise almost from the water's edge, and here and there the pretty French-Canadian villages form quite a feature of the landscape.

At noon the day after leaving Rimouski we sighted grand old Quebec—the Gibraltar of Canada. Nothing can be finer than the first sight of its ramparts and spires on a clear day, and those who had never been to Canada before were charmed with the view, while those of us who knew it before were glad to see it again. Some of us landed at Québec, and made our way up the winding, narrow streets and stairways to the top of the hill to see the magnificent new hotel—the Château Frontenac—in the erection of which the Canadian Pacific Railway Company have been largely instrumental. It occupies a splendid site at the northern end of the Dufferin Terrace, and gorgeous views are obtained from its windows, of the river and mountain scenery of the famous St. Lawrence. The destination of our good ship was Montreal, 180 miles still further up the river, and from the Terrace, an hour or so after we left the wharf, we saw her on the move again for the commercial metropolis of Canada.

Although I have written so far of the saloon passengers on the *Parisian*, and can testify as to the efficiency of the means taken to ensure their convenience and comfort, I am able also to offer similar testimony with regard to the second and third class passengers. The accommodation provided for them is good, considering all the circumstances, and they were well looked after by the captain and the officers of the ship.

II.

QUEBEC AND THE LAKE ST. JOHN DISTRICT.

A day or two can be passed very pleasantly in Quebec, and the surrounding district. There is scarcely a foot which is not historic ground, and is not consecrated by well-established fact or tradition to the memory of deeds of heroism, of instances of undying piety and faith, from the scene of Champlain's

landing in the lower town, to found his infant colony, to the world-renowned Plains of Abraham above, where Wolfe died to gain, and Montcalm shed his blood in a vain endeavour to save, the half of a continent. The ordinary tourist will find his stay in the Gibraltar of America far too brief to enable him to "take in" all the attractions of the city and its environs, its many historic localities, its churches and convents, its University, with its valuable collection of old paintings, and well-equipped library and museum, and the many beautiful drives and excursions by rail and steamboat to the Falls of Montmorency, Lorette, La Bonne Ste. Anne, Levis, New Liverpool, St. Joseph, and the Island of Orleans.

Quebec stands at the natural head of ocean navigation, but, thanks to the energy and enterprise of the Montrealers, assisted as they have been by the Government, a channel with 27½ feet of water has been made to that city, and the largest ocean-going vessels can now moor alongside the streets of Montreal. This has led to much of the Atlantic trade going beyond Quebec; but all the facilities for an immense business exist, and there is splendid railway accommodation for distribution purposes. There are immense docks, with abundant sidings, and railway lines, modern cranes, warehouses, and a dry dock; and it is disappointing to see that all these advantages remain dormant and unutilised. Quebecers are, however, expecting great things from the new fast service, the terminus of which will, they hope, be their own city. If this is brought about, it will do much to revive the fallen commercial glories of the place.

Visitors to Quebec should not depart without making the trip down the Saguenay. Formerly to do this it was necessary to take the steamer to Chicoutimi, and return the same way. By the construction of the Lake St. John Railway and its extensions it is now possible to go by railway from Quebec to Chicoutimi (calling at Roberval), taking the steamer at that place for Quebec—a very pleasant and entertaining round trip. For a part of the way the line to Roberval runs through a fairly settled country, dotted with the neat homesteads of the French-Canadians, who appear to be a thriving, contented, and happy community. Village after village is passed; and then the track commences to ascend the Laurentian range of mountains, the Canadian Adirondacks, through picturesque scenery, hilly and wooded,

with any number of torrents and streams and lakes, all said to swarm with fish. In fact, it is a sportsman's Paradise. Fishing and sporting clubs have their club-houses at various noted places, and many a happy week is spent there by the fagged citizens of Quebec, Montreal, and even of American cities. Just before reaching Chambord Junction, the changing place for Roberval, the country opens out again, patches of cultivation are seen, and the grand Lake of St. John comes into view. Roberval is only a short distance away, and its most comfortable summer hotel is largely patronised from June to October. It occupies a splendid position on the shores of the lake, with grand views of the lake and of the surrounding country. Very pleasant excursions may be made from Roberval, especially for those who want to angle for the lively Ouaniche—a kind of land-locked salmon, a fish which gives great sport. There are also many drives and rides, one of the most delightful being that to the Falls of the Ouatichouan, the outlet of Lake Bouchette. The waters leap over a rocky precipice to near the level of the lake, not far from its south-western angle. The falls are 236 feet in height, and form a grand picture, the water being lashed into foam against the projecting rocks. North of Roberval, along the main roads, there is a good deal of settlement, and the country appears to be developing. Barley, oats, and hay seem to be the leading crops, but a large number of cattle are raised, and the dairy industry is extending—cheese factories and creameries being seen along the highways here and there. There is a quaintness about these villages and the people which requires to be seen to be appreciated.

All along the railway, from Roberval to Chicoutimi, the country is of the same character. About four miles before reaching the town, the first view of the River of Death, as Bayard Taylor calls the Saguenay, is obtained, and it lies 300 feet below the line. Three miles further on, the train crosses a bridge 60 feet high, over a picturesque ravine, through which the Chicoutimi River rushes on its way to join the Saguenay. The trip down the river to Tadousac—68 miles—is not easy to describe. It is difficult to find words to express in any adequate way the grandeur of the scene. Professor Roberts says:—"The Saguenay can hardly be called a river. It is rather a stupendous chasm, from one to two and a-half

miles in width, doubtless of earthquake origin, cleft for 65 miles through the high Laurentian plateau. Its walls are an almost unbroken line of naked cliffs of syenite and gneiss. Its depth is many hundred feet greater than that of the St. Lawrence; indeed, if the St. Lawrence were drained dry, all the fleets of the world might float in the abyss of the Saguenay, and yet find anchorage in only a few places." The Indian name of the river is Pitchitonichez, but as to how it is pronounced the reader must form his own conclusion. Everybody has heard of Ha! Ha! Bay, and Capes Trinity and Eternity. From Cape Eternity to Tadousac the scenery is of the most sublime grandeur. The river is just sufficiently winding and indented with bays to cause a new panorama of splendour to open out as each immense cape is rounded. From Tadousac to Quebec we are on the familiar St. Lawrence again.

III.

QUEBEC TO MONTREAL.

The journey from Quebec to Montreal may be made by three different routes:—(1) By the Canadian Pacific Railway along the north shore of the St. Lawrence; (2) by the Grand Trunk Railway on the other side of the river; and (3) by the very fine saloon boats passing between the two cities. Saloon passengers on the ocean liners also have the privilege of going up in them to Montreal.

There is very little difference in the journey by the two railways. The distance is much the same, and there is little difference in the scenery on the two sides of the river, but the country on the south shore is perhaps the older settled part of the Province. Everywhere may be seen the long narrow farms of the inhabitants, and here and there the villages, in which the churches are always conspicuous objects. The style of farming adopted by the French-Canadians is not of a very high class, but immense improvement has been witnessed in the last few years. This result is largely attributable to the

efforts of the Agricultural Department, and to the formation of agricultural societies and clubs, to which the clergy have given every encouragement. The dairying industry has made rapid strides in the last decade, and cheese factories and creameries are now to be found in every part of the Province. In fact, the export of agricultural produce is now the most important part of the trade of Quebec, and is still growing. Not only butter and cheese, but pork, bacon, eggs, and hay, are now sent away in large quantities, and the cattle shipments have also expanded. The principal town along the north shore is Three Rivers, at the mouth of the River St. Maurice, the head of the tideway of the St. Lawrence. It has some manufactures, is the headquarters of an important lumbering business, and its inhabitants number about 9,000. By the Grand Trunk line there is nothing special to note either in the way of scenery or of towns, but there are innumerable villages, and the railway passes through a part of the Eastern townships—the English-speaking part of the Province. Gradually, however, the English settlers are removing from the district, and their places are being taken by French-Canadians. The journey by river is perhaps more comfortable than the others, as the boats are good both in their commissariat and in their accommodation, but as they travel by night they do not afford much opportunity of viewing the scenery excepting in the long summer days, when the evening goes far into the night and the morning sun rises early. By the ocean steamers the trip is made chiefly in the daylight, and is therefore very enjoyable. It is not so very long ago that the river between Quebec and Montreal was limited to vessels of 11-feet draught, but, owing to the enterprise of Montreal, aided by the Provincial and Dominion Governments, as mentioned in a former letter, the largest steamers can now moor alongside the five miles of wharves in that city.

Montreal is the commercial metropolis of Canada, and boasts of a population of 250,000. The inhabitants consist of French and English-speaking Canadians in about equal proportions, but the trade is largely in the hands of the latter. As a city, it has made wonderful strides in the last ten years. It is not long ago since it seemed to be a typical colonial city, with fine buildings alongside very inferior ones, and indifferent roads and "side-walks." But things have changed rapidly, and it now

has all the solidity and stability of a large English town. In fact, it may safely be said that there is no town in the United Kingdom, with double its population, that has so many fine buildings, residential and commercial; and its electric tramway system is most convenient in every way. Then, again, the roads are good, although the tram lines rather interfere with the other traffic, and the side-walks are very much better than they used to be. Altogether, Montreal has a very prosperous look, and no wonder its citizens are proud of it, although they have had to pay for the improvements to which we have referred. There are any number of fine churches of various denominations in the city—it has, indeed, been called the city of churches. If we remember rightly, it was Mark Twain who said that one could not throw a brick in Montreal without hitting a church window. Let us hope that its worthy citizens profit by their surroundings in this respect. Everyone has heard of the Montreal educational institutions, which are both numerous and of high class—the McGill University having a world-wide reputation. There are several hospitals, among them being the General Hospital, and the Victoria Jubilee Hospital, the latter erected and endowed by the generosity of Lord Mountstephen and Sir Donald Smith.

The site of Montreal is a beautiful one in every way. It fronts the River St. Lawrence, and the leading streets range in terraces up the gentle slope which starts from the river-side, and culminates in what is known as the "Mountain." This elevation is about 800 feet high, and houses are to be found probably about half-way up. The upper part of the Mountain is covered with trees of various kinds, and in summer is a beautiful sight; but it is in the autumn that it is at its best, as the different colours of the foliage form a picturesque background to the city, which must be seen to be realised. The views from the top of the Mountain are both extensive and grand, and hardly a visitor goes to Montreal without spending some hours there.

[MONTREAL] TO OTTAWA.

After leaving Montreal it is usual to pay a visit to Ottawa, the political capital of the Dominion, which lies on the main line of the Canadian Pacific Railway, between Quebec and Vancouver. The journey only takes from three to four hours, and the line passes through a country which has made considerable progress in the last few years. Comfortable-looking farms are seen for most of the way, and everywhere will be found evidences of new clearings, and the extension of land under cultivation. In addition to agriculture, the lumber industry and phosphate and iron mining are also carried on, and altogether the district is one which is sure to rapidly expand.

Ottawa occupies a lovely position on the banks of the river of that name. The river, which is 100 feet or more below the level of the city, is wide and picturesque, and the falls of the Chaudiere add considerably to its attractions. The Parliament buildings are generally recognised by visitors to Ottawa as a splendid pile. The Library is one of the finest on the continent, but measures will probably soon have to be taken to increase the accommodation. Much difficulty is experienced in finding room for the books of all kinds, from Statutes and Blue Books down to the lightest literature, which continue to pour in; and although the building is picturesque and beautiful from an architectural point of view, its circular plan of construction does not readily admit of its expansion. The view from the grounds of the Parliament buildings is very extensive and pretty, especially in the autumn, when the foliage assumes the glorious colours peculiar to a northern climate.

The Parliament buildings—that is, the Senate and the House of Commons, and the offices in connection with their administration—are flanked by blocks on the east and west, in which are to be found the offices of the different departments of State. The intermediate space is laid out as ornamental grounds, in which legislators and their friends not only take their daily constitutionals, but sometimes indulge in cricket and

other games of that sort. Owing to the increase in the departmental work, it was found necessary a few years ago to provide additional accommodation, and the handsome building known as the Langevin Block was erected on Wellington Street, facing the Parliament buildings. It was named after Sir Hector Langevin, who was at the time Minister of Public Works.

There are other public buildings in the city, but probably the most important is that known as the Geological Museum, the administration of which is connected with the Geological Survey Department, of which Dr. Selwyn is Director, and the well-known Dr. G. M. Dawson, the Assistant-Director.* This building contains treasures of untold value, illustrative of the mineral and arboricultural wealth of the Dominion, and of the flora and fauna of the country. There is also a large and valuable collection of fossils, which could not be replaced, and the same remark applies to many other contents of the museum. It is rather a pity, therefore, that a more suitable building has not been provided. Their present home was intended as an hotel, and is certainly not well adapted for the purpose to which it is now applied, especially having regard to the necessity of safeguarding the collections. No doubt, however, this matter will be remedied in the course of time.

The city of Ottawa, although it is only the fourth or fifth in point of population, has expanded more rapidly than any other place in Canada in the last decade. The business streets are wide, and the shops and buildings worthy of the capital, but there is considerable room for improvement in the roadways, the rugged and uneven character of which can best be appreciated during a cab ride from the railway station to the hotels. It must be admitted, however, that the electric tramcar service is admirable—probably one of the best-equipped and administered in the Dominion. The residential part of the city is remarkable for the number and beauty of its buildings, and the trees which have been planted along most of the streets certainly add to their picturesque appearance.

The principal industry of Ottawa, after legislation, and perhaps litigation, is the lumber business, and, go where you will, especially near the rivers and railways, immense piles of sawn deals meet the eye, and the quantity of sawdust in the river

* Dr. Selwyn has retired from the service since this was written, and has been succeeded by Dr. G. M. Dawson, C.M.G., F.R.S., &c.

itself affords an indication of the number of mills that are at work. The power is chiefly provided by the Chaudiere Falls, before mentioned, and the logs are floated down from the waters of the Upper Ottawa. Rafts of logs are also sent from the river down to Montreal and Quebec, and they are conveyed from the upper to the lower level by means of an artificial slide which has been constructed. The logs are made up into small rafts, called cribs, and to come down the slide on one of them is an experience not likely soon to be forgotten, and beats the excitement and exhilaration of tobogganing all to pieces. In addition to lumber, large quantities of matches and match splints are made in Ottawa, and at Hull, on the other side of the river, and the sawdust and waste lumber is also utilised for making various kinds of wooden ware, the material first being made into pulp and then compressed and dried. Paper-making from pulp is also likely to be an important industry in the future, and there are many other kinds of manufactures which are gradually developing.

Rideau Hall, the residence of the Governor-General, is situated about a mile and a half from Ottawa, and the grounds run down to the Rideau River, which empties itself into the Ottawa. It is an old-fashioned house, which has been added to from time to time, and is not calculated to impress the visitor. Probably, at some time or another, a new and fitting residence for the Governor-General will be erected, but economy is the order of the day in Canada at the present time, as well as in most other countries, and the matter is not immediately to the front. Earncliffe, formerly the residence of Sir John Macdonald, and from which the Baroness Macdonald takes her title, is not far from Rideau Hall, and occupies a pretty position on the cliffs overlooking the river. It is at present occupied by Major-Gen. Herbert, who commands the Canadian Militia.*

Ottawa is a delightful centre, in which the tourist can pass several weeks very happily. Excursions may be made into the back country, where there is any quantity of shooting and fishing, and camping can be enjoyed in all its glory. Then, again, the upper Ottawa River itself is a magnificent stream, often half a mile or more wide, and the scenery along its banks

* General Herbert has since been succeeded in the command of the Canadian Militia by Major-General Gascoigne.

is perfect in its way—much grander and more romantic and beautiful than we are accustomed to in Great Britain. It would be difficult to imagine anything more delightful than a canoe trip up this grand river, with the attendant hunting, shooting, and camping, and it is not surprising, therefore, that it is the holiday ground of the people of Ottawa and its neighbourhood.

V.

OTTAWA TO FORT WILLIAM.

Leaving Ottawa for the West, it is possible to travel by two routes, either direct by the main line of the Canadian Pacific Railway through the Ottawa Valley; or by the line of the Canadian Pacific Railway, or that of the Grand Trunk Railway, *viâ* Toronto and Western Ontario. If the latter is adopted, the main line route may be reached again by way of the Grand Trunk Railway and North Bay. On our outward journey, however, we took the first of the two routes, branching off on our return at North Bay, and visiting Toronto and other places in what is known as the "Garden of Canada."

The line from Ottawa goes by way of Carleton Junction and Renfrew, and enters the Ottawa Valley at the latter place. From Renfrew to Mattawa, a distance of 120 miles, it is continually in view of the Ottawa River. As already mentioned in previous letters, the scenery in this district is exceedingly picturesque. The river is broad and its banks are well timbered, and in many places it is below the level of the surrounding country. In the autumn time, when the leaves are beginning to change their colours, the sight is exceedingly beautiful. The railway crosses many streams, along the banks of which may be found perfect paradises for the angler and sportsman. Between Ottawa and Pembroke, a distance of 124 miles, the country is fairly well settled with British and other European immigrants, and satisfactory progress is apparently being made, judging from the appearance of the farms, the excellent quality of the cattle everywhere to be seen, and the

additional clearing that is annually taking place. Westward of Pembroke the country is not thickly inhabited; indeed, houses are few and far between, although in the near future the attractions of the country, when the emigration movement revives, will doubtless lead to a further accession of population. From Mattawa to Sudbury the scenery is of the same character as that already described, a well-timbered, rocky country, with valleys here and there capable of cultivation, and watered by rushing streams, in which the maskinonge, trout, bass and other fish abound. On this stretch of line the principal place is North Bay, the junction with the Grand Trunk Railway already referred to; and Sudbury has sprung into importance in recent years, not only on account of the nickel deposits in the neighbourhood, said to be the most extensive in the world, but from its position as the junction with the Minneapolis, St. Paul, and Sault Ste. Marie Railway, the line running from Sudbury through Algoma along the shores of Lake Huron to Sault Ste. Marie, over which it is conveyed by a bridge to the United States.

The ride from Sudbury to Heron Bay, where the first sight of the magnificent Lake Superior is obtained, is not particularly inviting. The line traverses a more or less wild region, similar in character to that already described, but here and there very interesting and picturesque views are obtained. From Heron Bay the railway skirts the shores of Lake Superior to Fort William, a distance of nearly 200 miles. Not only are the views of the lake that are obtained singularly grand and interesting, but the scenery inland along the line of the railway merits a similar observation. No one who has not travelled over this piece of road can appreciate the immense difficulties that were encountered by the engineers in building it, and it quite justifies the remark that has been made, that the Canadians, in determining on the building of the Canadian Pacific Railway, must not only be credited with enterprise, but with considerable audacity. The railway curls about in some places almost like a corkscrew, and viaducts, tunnels, bridges, and cuttings occur rapidly one after the other along nearly the whole route.

The country through which the railway passes, between Ottawa and Fort William, has not yet yielded much return to mankind, for the simple reason that its wealth is not yet either

appreciated or probably known. For a portion of the way, however, agriculture is gradually developing, and in favourable places indications of the lumber industry may be seen in floating logs and in occasional sawmills. The principal towns are Almonte, with a population of 3,500, a manufacturing centre, and the site of large woollen mills. Pakenham (population, 2,200) and Arnprior (population, 3,500) are also manufacturing centres. Then there is Pembroke, with a population of nearly 5,000, the most important town between Ottawa and Fort William, the centre of the lumbering trade on the Upper Ottawa. Mattawa, with a population rather under 2,000, is an old Hudson Bay trading post, and is a place from which sporting expeditions are arranged, facilities being found there for the supply of all materials and the necessary guides. Sudbury has already been referred to, but there are practically no further places of importance except those which obtain their populations by being railway divisional points, until Nepigon is reached. This is another favourite centre for sportsmen, especially those who seek the speckled trout, which is found in great abundance, and in all sizes, both in the Nepigon Lake and in the rivers which run out of it. Port Arthur, with a population of 3,000, was formerly a more important place than it is now, but, the Canadian Pacific Railway having lent its influence to Fort William, another town on the lake 5 miles away, its position has been somewhat eclipsed. It is likely, however, to develop in the future more than it has hitherto done, as the iron mines in the neighbourhood are exploited. Fort William derives its importance from the fact that it is the port of arrival and departure of the magnificent steamships of the Canadian Pacific Railway Company, which ply to and from Owen Sound. It is also noted for its immense elevators, where the grain from the wheat fields of the West is stored prior to its shipment to the Eastern markets.

VI.

FORT WILLIAM TO WINNIPEG.

The journey from Fort William to Winnipeg is not particularly interesting, except perhaps to the sportsman and geologist. The country is of a rocky formation, covered very generally with a growth of small trees, and there are large areas of marsh and boggy land. Here and there little clearings may be seen, and occasionally small stretches of land suitable for cultivation; but from Fort William to Rat Portage—a distance of nearly 300 miles—there is practically no settlement at all, and the only people to be seen are those connected with the railway; occasional trappers and hunters, and a few sportsmen and Indians. At places the scenery is grand and picturesque, and lakes and streams abound; but upon the whole the views from the train are rather depressing than exhilarating, from the fact that most of the timber near the line has been burnt, and mile after mile of bare grey poles greet the eye. A little relief is of course found in the brilliant green of the undergrowth in the early part of the year, and in the varied colouring of the autumn foliage.

It is a problem, which only the future can decide, as to the use that is likely to be made of this part of Canada. There does not seem to be much probability of its being available for agriculture, although it is not fair to form any decided opinion from what can be seen near the line. It is believed, however, that it will be found to be rich in mineral wealth of various kinds. In the neighbourhood of Fort William and Port Arthur silver and iron have been found in considerable quantities, and the impression prevails that other deposits may be discovered as the country is explored and examined. It is certain also that gold and silver in paying quantities exist around the Lake of the Woods, but the neighbourhood is more or less inaccessible at present, and although some mines are being worked, the industry cannot be said to have attained extensive dimensions up to the present.

The district conterminous to the Lake of the Woods will probably become an important industrial centre. There is an abundance of water-power there, and it is largely utilised for

the working of the numerous sawmills which are in operation. In fact, the timber trade is a very extensive one, employing large numbers of hands, and it is not too much to say that the population of the district is in the neighbourhood of 5,000. There is also a very large flour mill at Keewatin, a short distance from Rat Portage, which turns out an immense number of barrels of flour daily. The Lake of the Woods is a favourite summer resort for the Winnipeggers, who go there in hundreds in August and September. The scenery on the lake is varied and picturesque, and summer cottages can be seen on most of the islands, while those who do not possess residences are accustomed to camp out. The hotel accommodation is not, of course, sufficient to provide for the large accession of visitors which takes place at the time mentioned.

A tourist cannot fail to recall the difference that exists in the travelling facilities at the present time compared with those in 1870, when Colonel Wolseley (as he was then) conducted the Riel Expedition from Port Arthur to Winnipeg, the journey occupying three months. Traces of the expedition can still be seen in the shape of the encampments and the remains of some of the boats. The district used to be a rich hunting-ground for the trappers and Indians, wild animals having formerly been very numerous. The opening up of the country, however, by the railway, has either driven the animals farther away, or they have become scarcer as the result of the continual war waged against them, and it is not so valuable an appanage of the Hudson Bay Company as it was before being opened up by railway communication.

About 60 or 70 miles from Winnipeg, the forest gradually becomes less dense, and the prairie, which extends as far as the Rocky Mountains, begins to show itself. Traces of settlement are also more numerous. The houses of the settlers may be seen here and there, also hundreds of cattle grazing on the rich prairie grasses, and other evidences of the agricultural industry become apparent. As Winnipeg is approached, settlement becomes thicker than ever, and there is an air of prosperity about the numerous comfortable houses and well-fenced holdings. The capital of Manitoba is visible for a considerable distance, owing to the flatness of the prairie, and the first glimpses indicate that it is a busy and thriving place. It, however, deserves a chapter to itself.

VII.

WINNIPEG.

Winnipeg, the capital of Manitoba, is situated about half-way between the Atlantic and the Pacific, at the confluence of the Red and the Assiniboine Rivers, and is the most important place in Canada west of Ontario. The city is comparatively modern, dating from the time of the transfer of the Hudson Bay Territory to Canada and the formation of the Province of Manitoba. At that time, in 1870, it had a population of two or three hundred, but to-day the number of its inhabitants probably exceeds 30,000.

In the early days of the settlement the only means of access was by road over the prairies from the United States. Later on, in the seasons of navigation, boats of shallow draught plied occasionally from Minnesota down the Red River to Winnipeg. The first railway was from Emerson to Winnipeg, but it was only in 1878 that this communication was enjoyed. With the active construction of the Canadian Pacific Railway, however, both Winnipeg and the country tributary to it rapidly developed, and in 1886 the Trans-Atlantic line, running through Winnipeg, was open from Ocean to Ocean. Further developments in railway communication have been taking place ever since, and seven or eight lines of railway now converge upon Winnipeg. Manitoba is probably better served with railways than any other community in the world, having regard to its size and population. If report be true, it is not improbable that a line may shortly be constructed north in the direction of the Saskatchewan, which may be continued later on to Hudson Bay—at any rate, this is the belief which prevails at the present time in Manitoba. The rivers passing through Winnipeg are not used now for navigation to any extent, the water having fallen below the level it formerly occupied.

Those who knew Winnipeg—or rather, the site on which it now stands—in the old Hudson Bay days, must marvel at the metamorphosis which has taken place in comparatively a few years. Fort Garry, as the place was called before the Province was formed, was always the leading Hudson Bay Post in the

Western Territory. In fact, the only piece of antiquity Winnipeg possesses is the old gateway of the Fort, and, unless measures are taken to preserve this interesting relic, it will soon crumble away. It will be remembered that Fort Garry received a good deal of advertisement during the days of the first Riel Rebellion, and it is not too much to say that the story of its wonderful growth and development has been advertised ever since, as few places have been so much talked about in the last few years as the Prairie City. Of course, it has had its ups and downs, like all other places. It had its boom in 1882, when people went crazy in their desire to dabble in land—an era in gambling in which all, men and women, preacher and layman, rich and poor, speculated, and colossal fortunes, on paper, were made daily. Men talked in thousands as glibly as they now do in hundreds; lots were quoted at fabulous sums per front foot; land in the suburbs, two, three, four, or five miles from the business centre, was surveyed into lots and purchased at high figures. Naturally, the reaction set in, as it always does, and for a year or two depression prevailed; but confidence was restored in time, and, in a quiet, business-like manner, the city began to prosper again on a solid foundation, and has continued to progress.

The site of Winnipeg is a very eligible one for commerce, and this explains, to a large extent, the development that has taken place. It is the distributing centre for supplies to all parts of the country to the west, and it is also the great grain and cattle market, besides being the seat of the manufacturing industry of Manitoba, such as it is. The city has certainly been laid out with a view to its future growth. The principal street, Main Street, is about 2 miles long and 120 feet wide. Many of the shops and business buildings are of a substantial character and of creditable appearance, but there are still a large number of wooden buildings, and more or less temporary structures, which will, no doubt, give way in course of time to more permanent premises. Electric tramways are found on the leading streets, the electric light prevails everywhere, and the water supply is fairly good. The only weak point about Winnipeg is the state of the roads and sidewalks. No doubt they will be improved in time, and, unpleasant though they may be in wet weather, no one can question the wisdom of economy in expenditure on the part of the city authorities. It

is much better to effect improvements of that kind gradually than to build up huge municipal debts, which is so commonly the case in the Colonies. The residential part of the city is chiefly in and around what is known as the Hudson Bay Reserve, and no one can walk through that part of the city without being struck with the comfortable character of the houses and the taste shown in their construction. There are very few terraces, most of the houses being of the villa type, in their own grounds. As the trees grow up along the wide avenues, the appearance of that part of the city will be delightful.

There can be no doubt as to the future of Winnipeg. It is sure to become a large city. Whether its expansion will be slow or rapid depends upon the way in which the Western country is settled up. For some years, at any rate, its progress is likely to be of the slow and sure description, depending as it must do upon the welfare of the agricultural community, of which the population of the country tributary to it largely consists. A few days may be spent in Winnipeg very pleasantly by the visitor. There are excellent hotels in the city, chief among them being the Manitoba Hotel, erected by the Northern Pacific Railroad Company. The drives and rides about the country are delightful, and it is a convenient centre for excursions north, south, east, and west. Fishing may be obtained in Lakes Winnipeg and Manitoba, where the finest whitefish are caught; and big game shooting—moose and deer, as well as bear—may be obtained within 40 or 50 miles of Winnipeg, in the district between the two lakes already mentioned. And in the proper seasons small game is also very abundant.

VIII.

TO THE WEST!

The boundary of Manitoba is about 210 miles from Winnipeg; and, except for the first 40 miles, where the district is but sparsely inhabited, owing to the land being largely in the hands of speculators, the agricultural industry of the country is seen

at its best from the line of railway *en route*. In the autumn the journey affords a sight that must be seen to be realised, as it is impossible to adequately describe the fields of golden grain that are to be seen stretching away on either side, as far as the eye can reach. The country is apparently as level as a billiard table—an expression that has been used before in descriptions of the prairie—but still there is a gradual and imperceptible ascent as we go west. Between Winnipeg and Portage-la-Prairie (56 miles), for instance, there is a rise of about 100 feet, and Brandon (133 miles) is 453 feet higher than Winnipeg; and when we get to the limits of the Province, the plain is about 700 feet higher than it is at the capital.

Portage-la-Prairie (population 4,200) is the first place of importance after leaving Winnipeg. It is the centre of what is known as the Portage Plains, an extensive and famous wheat-field. There are several large elevators in the vicinity of the station, also flour mills and other manufactories, and it is the junction of the Manitoba and North-Western Railway, already laid to Yorkton, in the direction of Prince Albert—which it is destined some day to reach. The completion of the line, the company owning which is just now in rather low water, will open up a beautiful stretch of country in what is known as the Fertile Belt. From Portage-la-Prairie to Brandon, stations occur at every few miles. They are generally surrounded by stores of various kinds, which form the source of supplies for the district, and these apparently prosperous little villages are also the local grain markets, the huge elevators at most of them being landmarks for miles round.

Brandon, next to Winnipeg, is the most important town in Manitoba. It has a large and fertile district tributary to it, its streets and stores present a busy appearance, and it is not only the leading grain market in the Province, but an important railway junction. About a couple of miles from the town is the Government experimental farm, under the able management of Mr. Bedford. It consists of about 1,000 acres, and is cut up into small plots, on which various experiments are annually made in the growth of the many varieties of grain, fruits, trees, &c., likely to be of economic value to the farmers of the Province. There is no doubt that all the cereals which can be produced in temperate climates will grow in Manitoba, but it is very important to get the hardiest and earliest-ripening

varieties, with a view to avoid the frosts which sometimes occur at inopportune seasons. The experiments in fruit-growing are especially interesting, and in the case of the smaller fruits have been most successful, but, so far, it has not been found possible to raise apples and pears. As, however, these fruits are raised in Russia, in latitudes even higher than Manitoba, the question of finding and acclimatising suitable varieties will probably only be a question of time. Special efforts are being made to grow trees, which are not common on the prairies, owing to the prairie fires that, before settlement took place, periodically swept the country. Considerable success is attending the efforts of the director of the farm in this direction, and too much importance cannot be attached to the matter, as trees are both useful for shelter and shade purposes, apart from their ornamental advantages. Thoroughbred live stock and poultry are also kept for breeding purposes, and as object-lessons for the farmers in the surrounding districts. There is constant communication between the director of the farm and the agriculturists of the Province. Samples of seeds are distributed annually to farmers who wish to have them, and are prepared to carry out the experiments on the lines laid down, and the privilege is largely availed of. Then, again, parties of farmers, frequently visit the Government farm, and take that opportunity of exchanging views with the experts who are in charge of it. Altogether, the system of the experimental farms has been a great success, and the efforts of the Dominion Government to improve the condition of the farmers is deserving of every encouragement.

The country from Brandon to Regina, the capital of the North-West Territories, a distance of about 225 miles, is of very much the same description as that already mentioned—flat, with here and there a little wood, chiefly poplar and scrub oak; occasionally, also, a few miles of undulating park-like land is crossed. Villages are found as before in the neighbourhood of the various stations, and farmhouses are never out of sight. Wheat-growing is the staple industry, but the farmers are engaging now more largely in mixed farming every year, and greater numbers of cattle are to be seen about the farms than was the case a few years ago. Indian Head is the site of another of the Government Experimental Farms, to which the remarks made about that at Brandon apply equally. In the neighbour-

hood are also the large farms of Lord Brassey, and the Bell Farm, which is being worked by Major Bell himself, to his own satisfaction and profit, it is said. The farmers in the district are said to be doing very well, although they naturally feel the low prices that prevail. It is no uncommon sight in this district to see the Indians working on the farms side by side with their pale-face brethren, and, if report be true, they work well and earn their wages, many of them becoming quite expert in the handling of farm machinery. A little further on Qu'Appelle is reached—also the centre of a fine farming country. From that place the old Northern trail used formerly to start, but it has now been largely superseded by the railway from Regina to Prince Albert. At Qu'Appelle the prairie loses some of its flatness, becomes more undulating, and clumps of fair-sized trees are to be seen here and there, giving rise to the park-like appearance which has been often described.

IX.

REGINA.

Regina, the capital of the North-West Territories, is a typical prairie city. It has a population of less than 2,500, and is built on the flat prairie, there being hardly a tree anywhere in sight. There is little or no water in the neighbourhood, excepting the Wascana River, which is not much larger than an old country brook. The want of water has been somewhat felt in the surrounding country, even for ordinary farm purposes, but the boring experiments that have been conducted under the auspices of the Government of the North-West Territories have shown that a fair amount of water exists at a reasonable depth. It is the intention to increase the number of boring machines that are being used, and they will be placed at the disposal of the settlers without charge. In the near future, therefore, there is every probability that a well of good water will be found on every homestead. Regina has not grown very

much in the last few years, but the buildings have somewhat improved, and the place has a more solid appearance than formerly. A new hotel has proved to be a great convenience to travellers, and the banks, and many of the private residents, as well as the larger storekeepers, are housed in a much more comfortable manner than they were.

Although the town does not present a very busy appearance, there is a good deal of trade done in connection with the distribution of supplies to the district tributary to it. It is also an important market for various kinds of farm and dairy produce; and the provision of stores and supplies and forage for the North-West Mounted Police is of much value to the neighbouring farmers. The country is fairly well settled on the north and south and to the east, especially in the last-named direction. During 1894, however, the crops were not particularly good, owing to the dry season that prevailed, and the grass on the prairie was very much shorter than usual. The soil is rather on the heavy side, and requires a good deal of rain, as well as an average quantity of sunshine, to enable it to produce abundantly of the fruits of the earth.

The residence of the Lieutenant-Governor of the North-West Territories is at Regina, and the present occupant of that position is the Hon. C. H. Mackintosh, formerly a member of the Dominion Parliament, and proprietor of the *Ottawa Citizen*. Mr. Mackintosh is well known in every part of Canada, and his geniality and humour, and his wide circle of friends, serve to draw a continual stream of delighted guests to the Government House. Largely through his instrumentality an Exhibition, on a more than usually comprehensive scale, is to take place at Regina next year. The local Government is helping with funds, and so is the Dominion Government, and Regina has given \$10,000 towards the expenses. It is likely to be a big success.*

The Legislative Assembly also meets at Regina, but the number of the members is limited, and the accommodation is not on the palatial side, although, no doubt, perfectly adequate for the purpose. The powers of the Assembly are gradually being developed, and will in time correspond more or less with those conferred upon the other Provinces of the Dominion.

* This Exhibition was duly held, being opened by His Excellency the Earl of Aberdeen, and was most successful.

The present arrangements are, of course, of a provisional nature, and sufficient to meet the requirements of a large, sparsely inhabited country. No doubt in the dim and distant future—and the time may, perhaps, come sooner than we expect—the different districts forming the North-West Territories will have become the homes of hundreds of thousands of happy and contented settlers, and be full-fledged Provinces.

Regina is the headquarters of the North-West Mounted Police, a force which has grown up with the country and has rendered immense service in the maintenance of law and order and in the administration of justice. It was organised in the early days after the transfer of the Hudson Bay Territory to the Dominion Government, and until quite recently consisted of nearly 1,000 men. It will be understood that in the small settlements that have sprung up all over the country there are no municipal police, and the North-West Mounted Police have practically had charge of the whole country. For many years they also had the supervision of the Indians, and even now the Indian Department finds their co-operation especially valuable. They have also to deal with Customs matters, patrolling the boundary, and with quarantine, and one of their principal duties in times gone by was to prevent the smuggling of bad whisky from the States. During the construction of the Canadian-Pacific Railway there were over 20,000 navvies and labourers employed on the works, not the most reputable members of the world's population, and probably the most cosmopolitan crowd to be found anywhere. There were, however, very few disturbances; the force maintained its prestige, and it has been said, and probably truly, that the rapid construction of the line would hardly have been possible had it not been for the police. In addition to their other duties, they have, of course, to look after ordinary criminal matters. Every part of the country is also regularly patrolled: the police are obliged to call upon the settlers in the outlying districts, who sign their papers, and report anything of a suspicious character that may have happened since the last visit.

With the development of the country many of the duties formerly undertaken by the police are now placed under the charge of other departments of the Government, and an endeavour is being made to reduce the force. In fact, it now only numbers about 750, as compared with

1,000 a few years ago. All recruits are received at Regina, and many of the horses required for the force are broken and trained there. Every consideration is shown to the men; amusements of all kinds are provided at headquarters, and at all the divisional posts, and altogether they do not seem to have a bad time of it. The popularity of the force is shown by the fact that a considerable portion of the men apply to re-enlist at the end of the term for which they are engaged. The force is a semi-military one, and is drilled and trained as cavalry, the dress being similar to that of the Dragoons. Many of the troopers are men of education and position, who have entered the force from a love of the unconventional life which it affords.

X.

THE REGINA DISTRICT.

To simply rush through the North-West Territories in a railway carriage, as the train speeds on its way to the Rocky Mountains, not only becomes monotonous after a time, but is unsatisfactory to the inquiring mind in more ways than one. If a traveller wishes to form any accurate idea of the progress of the country, and of the people settled there, it is absolutely necessary to get a team and drive away from the railway. This enables one to see both the farms and the farmers, and to gain reliable information of the manner in which the country is being developed. At many places two or three days can be profitably spent in that fashion, and it is a charming variety to railway travelling, comfortable and convenient though the latter may be. This letter and the following one will describe briefly a three days' trip from Regina.

Starting from Regina one afternoon in September, we made, in the first place, for the Indian Reserve known as "Mus-cow-petunga," situated in the Qu'Appelle Valley, about 30 miles north-east of the capital. For the first half of the journey the country, which slopes gradually to the north, is slightly undulating prairie, and is fairly settled, farmhouses being always in

sight from the trail. The settlers consist chiefly of persons from the Old Country, with a sprinkling of Germans and Scandinavians. For the rest of the journey, the land is covered with small bush, from 10 to 15 feet high, consisting chiefly of scrub oak and poplar, the undergrowth being composed largely of wild flowers and fruits. This portion of the district of Assiniboia is much more undulating than that nearer Regina, and we came across a few farms in very picturesque locations. The land is fairly good, there is an abundance of wood, and plenty of shelter, the last-named being no unimportant matter in view of the winds that are common on the prairie. Most of the settlers were complaining of the drought, in consequence of which their crops were not so good as they might have been. Still, a Canadian farmer is not easily discouraged, and always looks forward to the next year as likely to be more prosperous than the previous one. Of course, his expenses, in any case, are not very great. He has no rent to pay; taxes are light, even if any have to be paid at all in out-of-the-way districts; he can raise almost all his requirements on his farm; and, if he is careful, there is no need for him to run seriously into debt, even in a bad year.

We arrived late in the evening at the Reserve, and, although quite unexpected, were hospitably received, entertained, and put up for the night, by the Agent, who has passed many years in the service of the Indian Department, and is thoroughly acquainted with everything pertaining to the red man. After supper we had a long and interesting talk with our friend in regard to Indian affairs, as to the advance the red man is making in the ways of civilisation, and the future of the race. This problem will, however, more properly form the subject of a special letter later on. There are three tribes attached to the Agency we visited—Mus-cow-petung's, already mentioned, "Pie-a-Pot's," and "Pasquah's." The names given are those of the head chiefs of the tribes. All the reserves are located in the Qu'Appelle Valley, and on some of the finest land in the country. We visited all the tribes, but very few of the Indians were "at home," nearly all of them, as well as the women and children, being away gathering hay, having contracted for the supply required by the North-West Mounted Police. We met several of them taking the hay into Regina as we drove out, and it is interesting to know, on the authority

of the Commandant of the Police, that the best hay they get is that obtained from the Indians. In the reserve of which we are writing, the Indians are nearly self-supporting, and earn almost enough money to keep themselves, requiring very little assistance from the Government either in the way of food or clothing. It is needless to say that this is the object of the policy of the Government, but it follows necessarily that its success depends a good deal upon the tact and judgment of the Agents placed in charge of the Indians, who are in many cases like a lot of children. Many of the Indians have purchased agricultural machinery, chiefly mowers, rakes and carts, on their own account, and also own the ponies and cattle they use in their work.

In the summer the Indians much prefer to live in their tents, which are now made of canvas, instead of hide, as was the case when the buffalo was plentiful. In winter most of them take up their quarters in small wooden huts which they have erected. The buildings are primitive, both in their structure and accommodation, but in some of them attempts at decoration have been made in the way of wall-papers of florid designs. The furniture is also exceedingly rough, even in cases where it is found at all, but in every one of the huts useful stoves are placed, for heating and cooking purposes. In the summer all the huts are fastened up and deserted for the tents: indeed, many of the Indians prefer the latter in winter, although the cold is sometimes intense. While it may be stated generally that the Indians have progressed in many ways, they certainly do not seem to appreciate the merits of cleanliness, and it may be that this circumstance has much to do with their preference for the tent over other forms of residences. The tent can be readily moved when the small live stock becomes too abundant, which is not the case with a more substantial structure!

After leaving the Reserve, we drove along the valley in the direction of Fort Qu'Appelle, an old Hudson Bay post, but now a small settlement, in which stores of various kinds may be found, as well as two or three hotels, livery stables, flour mills, and other industrial establishments. The scenery on this drive of about 20 miles is of a very picturesque description. The valley is about 200 feet below the level of the prairie, and varies from one mile to two miles in width. The cliffs, if they may be so termed, on either side of

the valley, take very curious forms and shapes, and it is rather odd that the side with the northern exposure is covered with small bush, while the northern side of the valley, with a southern exposure, is quite bare of trees of any kind. Settlers' houses are seen all along the road, and cattle grazing is the principal vocation of the farmers. In addition, however, to their work, they are able to obtain any amount of shooting and fishing, and they seem to indulge largely in sport—no doubt chiefly for the purpose of food. The Qu'Appelle Valley was formerly a very favourable district with immigrants, and most of the free-grant land is probably now appropriated. We stayed the night at the Indian Industrial School, about two miles east from Fort Qu'Appelle—thanks to the kindness of the Rev. Father Hugonnard, who has charge of the institution.

XI.

THE INDIANS—FARMING AROUND INDIAN HEAD.

The Indian Industrial School at Fort Qu'Appelle, which is under the able supervision of the Rev. J. Hugonnard, deserves more than passing mention. It is doing a noble work, and upon it and similar institutions largely depends the solution of the interesting Indian problem. Efforts are being made to lift the Indians out of the wretched position they have occupied for so long, to make them appreciate the advantages of a better mode of living, and the necessity of working for a livelihood. The institution is not entirely a Government one, but a certain payment is made for every child sent there. Under existing legislation the Government have power to take children from the tribes and place them in Industrial Schools, where they are kept until they arrive at years of discretion. So attached to the schools do they become, that they frequently return to them in after years, in case of ill-health or of temporary difficulties in procuring employment. Cases of running away are extremely rare. During the term in which they are

kept at the schools the children are not allowed to return to the reserves from which they came, but they are often visited by their parents. It is not an unusual, and it certainly is a pathetic sight, to see an Indian cart and pony, with the inevitable "teepee" [tent] outside the gates of the institution, and a dusky couple who have come to gaze upon their boy or girl who has been taken in hand by the Government. As the Indians have nothing to gain by making these visits, and in some cases travel hundreds of miles for the purpose, it serves to show that they have the same feelings towards their offspring as their pale-faced brethren. In addition to the industrial schools, several of which are found scattered over the North-West Territories, day and boarding schools have been organised on some of the reserves, but they are not spoken of very hopefully, either by the schoolmasters or by the Indian agents. The same influence and authority cannot be exerted over the children that is possible at the industrial schools, and the frequent opportunities they have of seeing their parents, and of returning to their old life and habits, tend to undo much of the good that might otherwise be expected from the working of such establishments. There are about 200 children at the Qu'Appelle school, the number being about equally divided between the sexes. The head of the Institution, Father Hugonnard, has a staff of assistants, and the girls are looked after by a number of Sisters from some of the Conventual Institutions in Eastern Canada. The boys are taught various trades, and they seem to be very apt and very willing workers. Many of them are hired out, not only in the neighbourhood but in places some distance away, and the young mechanics are often in great demand. Naturally, they keep the buildings in proper repair, and work the farm. The girls are taught the different branches of domestic service, and also to cut out and make clothes, so that altogether the institution may be said to be self-supporting.

The process of improving the Indian is necessarily a slow one, but those who are interested in the work appear to be confident that the rising generation will prove to be a great advance upon the adults of the present day, and that they will abandon the mode of living to which their parents have been accustomed. It is interesting to know that a few cases of marriage have taken place among the elder boys and girls brought up in

the institution. The young men seem to be doing well, either in farming or as mechanics in different parts of the territory.

The following are some extracts from the latest report of Father Hugonnard about the boys and girls entrusted to his care :—"The trade boys are becoming efficient at their different trades. Two carpenter boys worked part of last summer on the new Indian Department warehouse at Regina, and two also worked the whole winter on the building erected at the High River Industrial School. In both places the boys gave satisfaction, and proved by their efficiency, manners, and use of English, the progress they have made here. Repairs were done to the File Hills Agency buildings, to the boarding school on the Sioux reserve, and over twenty regulation desks were made for schools on the Sioux and Touchwood Hills reserve. . . . The blacksmith and apprentices did all our own work, and, as in the other trades, made various articles for the Chicago Exhibition. . . . The girls, under the able superintendence of the Reverend Sisters, kept improving in their studies, and in all kinds of house work. They sent a variety of work to the Chicago Exhibition. Eighteen girls are at present hired out, and many applications for servant girls have had to be refused, owing to the repugnance of some parents and girls to service. Those hired out receive from \$4 to \$10 a month, and give as much satisfaction as white girls. Even in the houses of the highest class they are sought for as servants. One is at Government House, and another was there previously for over a year. During the past year the pupils have earned over \$1,400."

It is not all work and no play at the institution. Among other amusements, the children have an excellent gymnasium and a competent instructor, and some of the young people are very expert in their gymnastic exercises. They also play cricket and football, and during the last summer were able to defeat the team from the Fort, and also the team of the North-West Mounted Police. They also have a brass band, in which much interest is taken. No one who visits the institution can fail to be impressed with the value of the work that is being done, and with the brightness and intelligence displayed by many of the pupils. Both the Indian Department and those connected with the institution have cause to be gratified at the result of their efforts to improve the condition of the red man. Of course, it is only a beginning, but the progress already made is

encouraging, and the future is full of hope. No doubt the present policy, satisfactory though it is, may have to be developed, but the Canadian Government is not likely to lag behind in endeavouring to solve satisfactorily the difficult problem it has taken in hand. It is unfortunate that a proportion of the young people are not as strong, physically, as might be desired, many of them showing some hereditary taint in the way of disease. No doubt their condition may also be attributed to the way in which they are brought up.

After leaving the industrial school, we drove to Indian Head through a very well-settled district. Farm-houses could be seen everywhere, and the stacks of grain which were dotted over the landscape gave an indication of the extent of the crops of the year. Threshing machines were also familiar objects, and here and there could be seen flames arising from immense heaps of straw which were being burnt as the only means of getting rid of them. The farmers, upon the whole, seemed to be very well satisfied with their progress, although they complain of the loss they had sustained by the drought which prevailed, and which lessened the yield to a certain extent. After three or four hours' drive, the immense elevators at Indian Head appeared on the horizon, and we were soon under the hospitable roof of Major Bell, of the well-known Bell Farm. That gentleman had many thousands of acres under cultivation, and there are several large farms in the neighbourhood owned by Lord Brassey and others. There is also a Government Experimental Farm, under the supervision of Mr. McKay. The crops in this district were smaller than those in 1893, which were phenomenal, but the grain was of the best quality, and altogether the farmers appeared to be fairly satisfied with their year's work.

XII.

REGINA TO PRINCE ALBERT.

Prince Albert is provided with railway communication by means of a line from Regina, the distance being about 250 miles. After the first few miles, the country for a considerable part of the journey is not of a particularly inviting character, especially in autumns like that of last year, when drought prevailed for many weeks. There was little or no grass on the prairie, and, as far as the eye reached, it presented a burnt-up appearance. This part of the territories does not appear to be popular with settlers, at any rate along the line of the railway. Things began to look brighter as we approached Saskatoon, 160 miles from Regina. At that place the trail to Battleford branches off from the old Prince Albert trail, which, however, is now but little used, owing to the railway. Up to Saskatoon little or no timber had been visible since leaving Regina; but for the rest of the way clumps of trees and scrubby bush became more abundant, and the country has a better and more practical sort of look, from an agricultural point of view. This applies to all the country north of Saskatoon right up to Prince Albert. We left the train at Duck Lake and spent the evening in discussing the district with several gentlemen residing in the neighbourhood, who are keenly alive to its attractions and advantages.

On the following day we drove from Duck Lake to Prince Albert, a distance of about 50 miles, the whole district being full of associations connected with the Riel rebellion in 1885. A little time was spent at Batoche, where we crossed the south branch of the Saskatchewan River and had a look over the old rifle pits of the half-breeds, and walked over the ground on which the famous charge was made that settled the outbreak. We saw several persons who were engaged in the troubles, but the affair has now become ancient history and is not much talked about in the neighbourhood. The country along the river bank, through St. Laurent to Alexander's Crossing, where we again ferried over the Saskatchewan, is fairly well settled, largely with French half-breeds, with a good sprinkling of

retired Hudson Bay men and other settlers, who all speak favourably of its agricultural resources. The houses and farms present a fairly comfortable and prosperous appearance. In this district very little trouble is experienced from summer or autumn frosts, and last year, an exceptional one in the matter of droughts, they had a sufficiency of rain for their farming operations. On the whole, the people seem to be doing well, and to be quite satisfied with their lot. All they want is more people to occupy the thousands upon thousands of acres of good land that are simply lying idle, only waiting to be tilled to produce all the crops that can be grown in temperate climates.

The country north of Saskatoon is not nearly so monotonous as on the level plains to the south. There is plenty of rolling ground, wood and water are abundant, and game of all kinds is plentiful. We stayed at several farms after leaving Alexander's Crossing, and had conversations with the settlers, all of whom seemed to be fairly contented and happy. About six or seven miles from Prince Albert and all around that place the country really presents the appearance of an old and well-settled district. Among several large farms, we visited that of Mr. McKay, a half-breed, a member of the Legislative Council of the Territories, and a most intelligent man. He farms altogether about 5,000 acres, and we saw one field of about 1,000 acres in extent, all fenced in, containing golden crops that were just about to be cut. It was a sight which will not easily be forgotten. Prince Albert is the centre of a good district, in which any new settler might make a comfortable home, and have the advantage of a good climate and congenial surroundings.

Prince Albert itself is a town of about 2,000 people, and lies in the valley of the North Saskatchewan, about 300 feet below the level of the prairie. It is well built, and has a prosperous sort of look, and the first glimpse of it from the top of the prairie is very picturesque. Most of the houses are painted a pleasant brown colour, and the uniformity is in pleasing contrast to the appearance of many other places of the same size. The river is from a quarter to half a mile wide, and on the north side the timber belt begins. At Prince Albert, there is a force of the North-West Mounted Police, under the command of Major Cotton, an energetic and able officer, who is well known all over the country. Of course every man

in the North-West owns one or more dogs for sporting purposes, but one of the most clever animals we came across in our travels was a dog belonging to Major Cotton. It was a cross between a Cocker spaniel and a setter, and had a wonderful nose. One night, at about 11 o'clock, the dog was shown an egg, which two of the visitors afterwards hid on the prairie about 200 yards from the house. After their return the dog, which, in the meantime, had been lying under a chair in the smoking room, was sent out to bring the egg back. He took rather longer than usual, being somewhat confused by the crossing of the tracks, which was done in order to throw the dog off the scent if possible. However, the attempt was not successful, and in the course of a couple of minutes the dog brought the egg back uncracked, showing not only a keen nose but a tender mouth. The egg, it may be mentioned, was marked with initials, so that there could be no mistake about the matter.

On the following day we returned by rail to Regina, which we reached safely, very well pleased with our three days' excursion in the Saskatchewan country.

XIII.

REGINA TO CALGARY.

Continuing our journey to the West, we travelled⁶ over the Canadian Pacific Railway from Regina to Calgary. There is not very much settlement in that part of the country, although more small farmers are there than was the case on a previous visit in 1889. At intervals may be seen the farms of the Canadian Agricultural Coal and Colonisation Company, each covering a considerable acreage. The principal business at the present time on these properties seems to be the raising of cattle, sheep, and horses, the only arable farming that is done being for the purpose of providing food for the stock. A good many of the surplus cattle are shipped to England, as well as the sheep, and the horses are sold locally. The company also sends a considerable quantity of meat to the West as

far as Vancouver. Conducted on so large a scale, with every opportunity of economising labour and expenses, one would think that the farms should have proved a success, but, so far, such has not been the case, chiefly, it is said, in consequence of the way in which they have been managed. That, as so often proves to be the case, has been much more expensive, especially in the earlier days of the company, than was contemplated, or than farming would warrant, even with the higher prices that were obtained for all kinds of produce some years ago.

The principal places between Regina and Calgary are Moose Jaw, Swift Current, Dunmore, and Medicine Hat, and the level of the country gradually ascends from 1,870 feet to nearly 3,400 feet. From Dunmore a branch line, now worked by the C. P. R., leads to the coal mines at Lethbridge, and an extension of the railway on a narrower gauge provides a market for the coal in Montana. Medicine Hat is the largest of all the places mentioned, and derives its importance chiefly from its position as a railway divisional point. The railway crosses the Saskatchewan about a quarter of a mile from the town, the river being about 300 or 400 yards wide. There is always a considerable number of Indians squatting on the station platform, painted and got up for show purposes; at any rate, one never sees them so "fixed" away from the stations. Their chief object in life appears to be to sell cow-horns, polished and furbished up to look like buffalo trophies, and they seem to find a ready market for their wares. In this part of Canada the buffalo used to roam in countless myriads, and it does seem a thousand pities that they should have been allowed to die out, or rather exterminated, without an effort being made for their preservation. Their tracks, to and from water, may still be seen, and the shallow holes in which they used to wallow are also very numerous. Lakes, many of them alkaline, are frequently passed, and they serve to attract wild fowl; but the country generally has an arid appearance. Competent scientific authorities state, however, that with cultivation the land will improve, and that it is capable of producing grain and vegetables of all kinds—which, to a certain extent, was proved by the small experimental stations established by the railway company at intervals throughout the district some years ago.

Calgary is the most solid-looking town between Winnipeg and

the Rocky Mountains. It has a population of over 3,000, and its inhabitants appear to have gone there to stay—to use a local euphemism—judging by the character of the buildings they have erected. There are several hotels—good, substantial-looking structures. The business houses and stores in the principal streets are all also well built, a light-coloured sandstone that is found in the neighbourhood being generally used. Attention is also apparently paid to style as well as to comfort. The town is very prettily situated between the Bow and Elbow rivers, with a ridge of low hills on one side. It is a railway divisional point and an important junction, the lines to Edmonton on the north, and to McLeod on the south, passing into the C. P. R. station. It is the source of supplies for the ranches that are found on all sides of the town and for the mining districts in the Rocky Mountains—which, by-the-way, are clearly visible from Calgary in anything like fine weather. The enterprising people of Calgary do not like the visitor to go away with the idea that the country around is only good for grazing purposes. They claim that the district is suitable for mixed and dairy farming, but they seem to have arrived at the conclusion that irrigation is necessary to enable it to fulfil all the anticipations that have been formed of it. In fact, irrigation is now the leading topic of conversation, and more than one scheme will be in operation in the course of the coming year (1895).

Like most places of any pretence in Canada, Calgary has its club. It is called "The Ranchmen's Club," and an exceedingly comfortable place it is. The membership is limited, and its members are generally interested in the ranching business, as its name implies, by far the larger proportion being Englishmen. There is little or nothing, however, of what is known in the United Kingdom as the cowboy element, either in Calgary or in the district tributary to it. The cowboy of fiction is a loud individual, extravagant in dress, in language, and with an infinite capacity for "painting the town red." Neither at the club, nor on the ranches, at "rounds up," nor, indeed, on any occasion, does one meet with the individual of whom one reads much occasionally. The cowboys are, as a rule, gentlemanly fellows, well conducted, well read, quiet and unassuming; they look like Englishmen, and not something between a South American gaucho, an Indian, and a bush-



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(*President, Canadian Pacific Railway.*)



ranger, as they are so often depicted. Those we met in the course of our travels were the best of good fellows, and we looked in vain for any specimens of the cowboy of pen and pencil.

XIV.

AT CALGARY—AND EN ROUTE TO EDMONTON.

In a previous letter it was mentioned that in ordinary circumstances the Rocky Mountains are distinctly visible from Calgary, although they are more than 60 miles away. The air is so clear, and the altitude is so considerable—about 3,000 feet above the sea level—that the mountains, with their snowy peaks, seem to be but a few miles away; and, if the stories one hears are to be believed, a good many people have from time to time jumped to the conclusion that the mountains were as near as they appeared to be. In Calgary one is always told of the young man who started out, as he said, to walk to the mountains and back again before lunch, and no one interfered with his good intentions. As he did not return in the course of the day, a search party went out to look for him, and found him stripped by the side of a small stream over which he could have easily jumped. When asked what he was doing, he replied that appearances in that country were so deceptive that he did not intend to be taken in any more. It was all very fine for his friends to state that he could jump over the stream, but, for all he knew, it might be a mile across, and he had therefore prepared for the swim, not intending in any case to return to Calgary until he had accomplished his journey! There is another story of a man who had tried the same trip, and who on his return, at dinner, was asked by a near neighbour to pass the salt, but he begged to be excused, for although, he said, the salt appeared to be near, he was not sure, in view of his other experiences, that it was not far beyond his reach. Stories of this kind increase in number, and possibly in potency, the longer one stays in the town, but one can to a certain extent appreciate the feelings of a new and innocent arrival on first

catching a glimpse of the magnificent wall of mountains which divides the North-West Territories from British Columbia.

The immediate neighbourhood of Calgary is not especially interesting. There are a few small farms here and there, and many cattle and horse ranches may be visited in the course of a comparatively short drive. Last year (1894), the effect of the drought was very perceptible, but the energetic inhabitants of Calgary intend, if possible, to make themselves independent of the rainfall, and to utilise the waters of the rivers, which descend at a rapid rate from the Rocky Mountains, for the purpose of irrigating the district.

Hardly anyone will go to Calgary now without making the trip to Edmonton on the north, and to Fort McLeod on the south. The distance from Calgary to Edmonton is about 190 miles, and the trains run three times a week. There is comparatively little settlement for the first 40 or 50 miles, the intermediate country being considered at present only suitable for sheep ranching. As soon, however, as we approach Olds, the country begins to improve—the grass is greener, the soil appears to be more fertile, there is more wood and more water; and the same remarks apply to the country thence to Edmonton. When we made our trip we travelled on the same train with the Hon. Wilfrid Laurier, the leader of the Liberal party in Canada, who, with a number of friends, was travelling through the country addressing his supporters in different places. Of course there were the usual deputations at all the stations, and a certain amount of speech-making. Whether it was in honour of Mr. Laurier, or whether to show to people generally the attractions of the country, is not certain, but all the station buildings were converted for the time being into miniature agricultural shows, and no one could wish to see better samples of wheat, oats, barley and vegetables than those which decorated the railway offices. The movements of Mr. Laurier attracted a good many farmers to the different stations, and we therefore had an opportunity of talking with them, of learning their experiences and their views of the country. We hardly came across any grumblers. Everyone appeared to be satisfied with the country, and with the year's experiences, and looked forward with much cheerfulness to his future prospects.

The country between Calgary and Edmonton has only been opened up within the last two or three years, and in that time

there has been a large inrush of people. Many settlers are from the Old Country, and the names of such places as Olds, Innisfail, Red Deer, and Wetaskiwin will be familiar in many parts of the United Kingdom. The great feature, however, of the immigration into this district has been the large number of persons from the United States who have settled there. Hundreds of delegations have visited the country in the last year or two from different parts of the States, and in almost every case the result has been the immigration of numbers of American farmers, on the strength of the reports they received from their representatives. No better tribute could be paid to the excellence of the country than this immigration.

We left the train at Wetaskiwin with the view of driving thence to Edmonton, a distance of about 40 miles. We spent the evening in driving round the neighbourhood of Wetaskiwin, which is fairly well settled, and bids fair to become a populous and prosperous district. The town consists of a few stores; the hotel is not quite so comfortable or palatial as the Métropole or Victoria, but at the same time it was perfectly clean, and our host and hostess did everything they could to make us comfortable for the night. We had an experience on this occasion of the manner in which the North-Westerners spend their long winter evenings. After supper, several of the young men of the future "city" came in with their musical instruments, and discoursed more or less sweet music for the next two or three hours—not only instrumental, but vocal, and one or two of the men gave some excellent specimens of step dancing.

XV.

EDMONTON.

Next morning early our four-horse team was ready, and we started off on our drive from Wetaskiwin to Edmonton. The country is very much of the same character as that we passed through the day before, but not so well settled. Still, we were never out of sight of houses, and we met several immi-

grants, with their waggon^s and outfit, prospecting for land. There are many rivers and lakes on the way, and any amount of sport can be obtained by those who wish for it, and almost everybody does, as ducks, chickens, and rabbits are agreeable varieties in the way of food to bacon and pork and canned meats. We stopped at midday to rest our horses, and to have lunch, but the place had better, perhaps, not be named, for reasons which will be understood after an interview which we had with a settler is recounted. While the horses were having a rest we wandered off along the shore of a neighbouring lake to see if we could get a few ducks. In the course of our wanderings through the bush (the land in the neighbourhood of the place is well timbered) we met a settler on his way to a well for water. He appeared to be a gentlemanly young fellow, and stated subsequently that his case was like a number of others. He was of good family, but, when his father died, the money left was not sufficient to keep the family going, and they all had to turn out and do for themselves. This young man had made his way to the North-West; and we went to look over his domain. The house he had put up himself. It was small, and fairly clean for bachelor quarters, but he told us he was beginning to feel the loneliness of his life. His farm gave one the impression that he thought rather more of his loneliness than of work, for only a few acres were under cultivation. We had to part, however, at last, and, after having said good-bye two or three times, which rather gave one the impression that he had not said all that he wanted to say, as we were strolling leisurely down the hill he burst out with something of this kind:—"I say, when you get back to England, I wish you would do me a good turn. If you hear of any lady who is tired of single blessedness, and would like to come out here, I wish you would put me in communication with her. I am not particular about age or about looks, and more important than either would be the possession of a little money."

Early in the afternoon we arrived at South Edmonton, so named because it is on the south side of the river Saskatchewan. This is comparatively a new place, and must not be confounded with the old Edmonton, which is on the north side of the river. The Saskatchewan at this place is about 250 feet below the level of the road, and the cliffs are rather precipitous. Consequently, the descent in a four-in-hand, especially after the weather has

been at all wet, is quite a performance in its way, only equalled by the ascent on the other side, after having ferried across the rapid stream. However, we managed the trip in safety; but several times in the course of our long drives we felt that the places through which we went in a four-horse team would have startled many members of the Four-in-hand or Coaching Clubs. Edmonton was formerly a Hudson Bay Post, but for many years has been an important settlement, notwithstanding its distance from the main line of the Canadian Pacific Railway. In the last few years, especially since it has had railway communication, it has developed immensely, and bids fair to become an important place. There is considerable rivalry between it and South Edmonton, and no doubt the difficulty of crossing the river may prove an advantage to the latter place. It is not surprising, therefore, that Edmonton is moving heaven and earth to get a bridge across the river, and possibly this may be arranged in time, although there are engineering difficulties in the way.

The Edmonton district is admirably adapted for general agriculture and dairying, with good soil, a fine climate, and a prospect of fair markets, especially in British Columbia. It has the advantage also of plenty of coal, which crops out on the river banks quite near the town, is easily mined, and is sold at a very low price. Then gold is found on the bars or benches on the river bottom, and the industry is followed by a good many men, yielding from \$2 to \$5 per day or more. The town is really a lively sort of place, considering everything. The shops or stores are good of their kind and numerous, and they seem to do a fair business. The streets are wide, and the roads are all right in fine weather. Most of the buildings are of wood, but they look fairly substantial, and there are many very pretty residences in the neighbourhood. We were fortunate in meeting Inspector Snyder, of the North-West Mounted Police. We learnt a great deal about the neighbouring country from him, and were enabled through his courtesy and assistance to see very much more of it than would otherwise have been possible. In fact, we spent three or four days very pleasantly in driving north, east, and west of the town, interviewing farmers, and seeing the country and its possibilities. But a description of these days may be left for a further letter.

XVI.

THE EDMONTON DISTRICT.

The country in the neighbourhood of Edmonton, within a radius of 30 or 40 miles from the town, has become fairly well settled within the last three or four years, the result, of course, of the extension of railway facilities. On the day after our arrival at Edmonton we drove out about 25 miles, through St. Albert, going by the Western road and returning by the Eastern road, which gave us an opportunity of travelling over an extensive area of the prairie. St. Albert is about 10 miles from Edmonton, and quite a flourishing little settlement exists there, having grown up about the conventual establishment and schools which are attached to the Palace of the local Roman Catholic prelate, Bishop Grandin, a man known and respected throughout the North-West Territories. It was surprising to us to see how the country had settled up in such a comparatively short time, and not easy to believe that the comfortable-looking farms, excellent fences, and comparatively well-used trails, had all sprung into existence since 1890. In fact, the district looks much older than many parts of Manitoba, and even of Ontario, that have long had the benefit of railway communication.

The drive from Edmonton through St. Albert took us in a north-westerly direction, but on the following day we went almost due north, our particular object being to visit the Indian Réserve at Stoney Plain—a drive out and home of about 30 miles. On this road there is not so much settlement, owing partly to a large stretch of the country being reserved for the Indians. For a few miles, however, out of Edmonton, and until we reached the boundary of the Reserve, settlers' houses were frequently visible, patches of ploughed land were crossed, and cattle and horses and other evidences of the settler were seen. On our arrival at the Reserve we were hospitably welcomed by the resident Agent, Mr. De Cazes. The buildings of the Agency occupy a picturesque position on rather high ground, by the side of a pretty lake, on which large

numbers of wild fowl were disporting themselves when we arrived. Although our visit was rather late in the season, and the garden was not at its best, we saw enough to convince the most sceptical of the fertility of the soil and the salubrity of the climate. There were still some turnips and cabbages in the ground, and on measuring three of the former they were found to be 24 inches, 32 inches, and 34 inches respectively; while a cabbage, which would not be cut for some weeks, had a circumference at that time of 45 inches—that is, round the heart alone, leaving the outside out of consideration. Potatoes and onions and other roots and vegetables were large in proportion and prolific in yield, and it is interesting to know that all the work in the garden is done by the Indians. The red men in this Agency, known as the Lapotac Reserve, seem to be in a very flourishing condition: most of them live in comfortable and substantial houses, which they have been stimulated to erect by the tact and judgment of the Agent. They also do some cultivation, own quite a number of cattle, horses and implements, and are practically self-supporting. They are also making considerable progress from an industrial point of view, and were beginning to make cloth and other woollen goods—a fact very creditable to Mr. De Cazes. At certain times of the year many of the band go away hunting in the Northern country, and often manage to make a good deal of money by the furs they sell. Altogether, the Indians seem to be very happy and contented, and we saw several of them driving home from church soon after our arrival, from which it will be gathered that our visit was made on a Sunday. We drove back to Edmonton in the cool of the evening, and are not likely soon to forget the glorious colouring that was everywhere to be seen. The foliage was beginning to change, and showed a variety of colour; part of the sky was of various hues, from blue to violet; while the setting sun threw a golden haze over everything. The rabbits were out feeding in thousands; and we also saw two or three wolves, which, however, were of the prairie type—the coyote—and ran away at our approach.

On the following day we visited Fort Saskatchewan, the headquarters of the North-West Mounted Police in the district. It is situated about 12 miles from Edmonton, on the banks of the river, and, in order, to see as much of the country

as possible, on our outward journey we skirted the north bank, crossing at the fort, returning by the south bank through what is known as the Clover Bar district. Here again we found plenty of evidences of settlement and progress, which confirmed what we had seen previously in other parts of the district—that is, the suitability of the Edmonton country for farming operations of all kinds. We were not surprised, therefore, at the enthusiasm displayed everywhere by the farmers, and were also able to understand how it was that the British tenant-farmer delegates who visited the country in 1893 became so enamoured of this part of Alberta.

While at Edmonton we had the pleasure of a conversation with Father Lacombe, one of the noble band of clergymen who have passed the best parts of their lives in the North-West in endeavouring to civilise the Indians and to bring the blessings of religion into their lives. Father Lacombe has been in the country for the last thirty or forty years, long before it was transferred to the Dominion—in fact, when he first went there, it was the happy hunting ground of the Indian, and both small and large game were plentiful, the buffaloes roaming over the prairies at that time in millions. In the early days he had many adventures among the Indians, being present at several battles between the different tribes; and, if he would, he could tell many an exciting story of hairbreadth escapes in his endeavours to promote peace among them. It is to be hoped that some day Father Lacombe will publish his reminiscences. It would surely be a most exciting and interesting book, for he probably knows more of the Red Man than anyone living. His influence with the Indians has long been great, and there can be no doubt that the Government owe much gratitude to the reverend father, for it was largely owing to his exertions that the powerful tribes of the Bloods and the Blackfeet kept aloof from the Riel troubles of 1885.

Our return journey by train to Calgary was comparatively uneventful, but we had the opportunity of conversations with many American farmers and others who had been visiting the Edmonton country, with the view of making it their home later on. One and all, they seemed to be pleased with what they had seen, and no doubt their satisfactory reports will lead to considerable accession of population in the coming spring.

XVII.

TO FORT McLEOD AND THE RANCHES.

Fort McLeod is about 105 miles from Calgary, and within the last two or three years railway communication has been provided between the two places. Formerly, the only way of reaching McLeod was by the four-horsed stage which ran periodically between the two places, or by the railway from Dunmore to Lethbridge, the latter place being about 30 miles from McLeod. The ride from Calgary to McLeod, which takes about five hours, is a pleasant one, as the Rocky Mountains are in full view all the time. For the first 40 miles the country is very well settled, and the small farms are all fenced, a fact which somewhat increases the difficulties of travelling by road, excepting where a more or less straight trail has been surveyed. The country is well watered, the railway crossing rivers and creeks at every few miles, and the district should be admirably adapted for dairying purposes. At present, however, it is largely given up to cattle-ranching and horse-raising, and those industries have assumed considerable dimensions. At one time it was believed that mixed farming would be possible, and that grain of all kinds could readily be raised. Experience, however, has demonstrated that irrigation will be necessary before arable farming can be carried on to any extent, except in specially favoured places; and, as mentioned in the letter relating to the Calgary district, irrigation is now the general topic of conversation in the whole of Alberta.

After arriving at McLeod, and spending a few hours there with friends, we started off on a three days' drive, making our way the first afternoon to Pincher Creek, where many important ranches are located. The town itself is a very small affair, consisting of two hotels, a few stores and some residences; but we had the opportunity there of meeting with several of the ranchmen, and of talking "cattle" with them for some hours. The next morning we commenced a longer drive of about 50 miles, with the view of visiting the Mormon settlement at Lees Creek. On our way we called at the well-known

Cochrane Ranch, and also had the opportunity of witnessing a "round up." This important function takes place twice a year. The cattle, irrespective of owners and ranches, are allowed to graze in the meantime all over the prairie, but in April and October they are collected in bunches, and separated by their various owners, the calves being considered to belong to the cows they follow. The different ranch owners and their representatives camp together on these "stock-taking" occasions, and the work is very hard while it lasts, so much so that each man invariably has several horses for his use. After the animals are separated, the unbranded animals are branded, and the cattle are all turned loose again, excepting, of course, when any are "cut out" for purposes of sale. It is a very interesting sight, not to say an exciting one, to watch the splendid horsemanship of the cowboys, the facility with which animals are separated from the bunches, and the skill of many of the men with the lasso.

The Cochrane Ranch is situated in a very pretty valley on the Kootenay River. The buildings are substantial and comfortable, and, notwithstanding the drought, there was a good supply of the famous "bunch grass" in every part of the range over which we drove. So far as one could see there were not many signs of ranching in the neighbourhood of the buildings, but this is not surprising when we remember that the range covers 100,000 acres, and that the cattle, to the number of about 20,000 head, are scattered over that large area. After spending an hour or two at the ranch, we continued our journey to the Mormon settlement, which is called Cardston, after Mr. Card, who occupies the position of chief elder in the settlement. These Mormons, who number now about 800, emigrated from Salt Lake City a few years ago, and were permitted to settle in Canada on the distinct understanding that polygamy would not be allowed. Having given the requisite assurance, they selected the site of the present settlement, on Lees Creek. They have formed quite a little village, and their farms are situated in the country around at various distances. Mr. Card was away when we arrived, but we were hospitably received by Mrs. Card, and had an opportunity of a lengthy conversation with several members of the settlement. The community is certainly an ideal one in many respects. Mutual co-operation generally exists, and in many

ways the Mormons seem to be able to give "points" to the followers of other religions. Their manner towards each other is most respectful and considerate; they help each other on every possible occasion, and they all appear to be willing to engage in general work that will be beneficial to the whole settlement. For instance, they have irrigated a considerable area of land, and are engaged on other similar work. A company is nominally formed, but no money is invested, and anyone who shares in the work is entitled to participate in the benefits. By means of irrigation, especially, they have transformed a rather arid piece of country into a garden, and last year they had excellent crops of all kinds of vegetable and garden produce, as well as grain. They have also a sawmill, a grist mill, and a cheese factory, and telephonic communication with Lethbridge. The Mormons seem to be very well satisfied with the country and with their progress, and further immigration is expected from the United States.

We started next morning on our return to McLeod, and drove for most of the day through the "Blood" Indian Reserve. At the Agency we had an opportunity of some conversation with the Agent, and of seeing a large number of the Indians in all their gorgeousness of attire, as it happened to be the day on which they came in for their rations. It may be mentioned that the "Blood" and "Blackfeet" tribes were formerly among the most warlike of the Indians of the North-West, and that they have not made so much progress in the direction of civilisation as some of the Indians in other parts of the country. They still have to be maintained by the Government, and do not as yet show much inclination to work for their living. The hope, however, is entertained that the rising generation will grow up imbued with other views, as the result of the education they are receiving.

XVIII.

AMONG THE ROCKIES.

After leaving Fort McLeod we returned to Calgary, but only remained in that town a short time, the train for Banff, to which place we were bound, being timed to leave a few hours after our arrival. The Rocky Mountains commence about sixty miles from Calgary, but the greater part of the intervening country is known as the "Foot Hills," a range of low hills which extend north and south of Calgary for a considerable distance. They are covered in many parts with excellent grass, and there is also a considerable quantity of timber of various sizes. The Foot Hills, from the excellent pasturage they afford, as well as shelter, are favourite sites for ranches, and large numbers of cattle and sheep may be seen grazing as the train passes through the district.

The Rocky Mountains are actually entered at Kananaskis, and what is known as the Gap is situated eight miles further westward. It will be seen, from what has been said, that the approach to the mountains from Calgary is gradual. In the first place, for a short distance there is the level prairie, although it is at a considerable altitude, then come the Foot Hills, and finally the "sea of mountains" themselves. For a considerable distance the railway follows the valley of the Bow River, and mountains are to be seen on every side—several snow-capped monsters being continually in view. The distance from Kananaskis to Banff is less than thirty miles, but the scenery for the whole distance is of wonderful grandeur. The train is timed to pass over this part of the route at dawn, and its entry into the mountains is frequently accompanied by the most brilliant sunrise effects, which are nowhere to be seen to greater advantage than amongst the peaks of the Rocky Mountains.

After leaving the Gap, and passing amidst the grand scenery for ten or fifteen miles, the train reaches Canmore and Anthracite, which are not only remarkable for the splendour of the surrounding scenery, but as being the site of several coal mines, which have received much attention in recent years. An

immense quantity of coal of many kinds, from the ordinary bituminous variety to anthracite, is found. These mines are destined to play an important part in the future of Canada, particularly in that portion of it on the Pacific coast. So far as at present known, there are no other anthracite mines west of Pennsylvania, and it is evident, therefore, that in the future, if not in the immediate present, there will be a great demand for the coal, both for shipping purposes at Vancouver and Victoria, as well as in the cities on the Pacific Slope of the United States.

Five miles further on from Anthracite, Banff is reached. That place has become very well known in most parts of the world from the wonderful medicinal sulphur springs found there, and on account of an excellent hotel which has been erected by the Canadian Pacific Railway Company. It is rather surprising to find in the middle of the Rocky Mountains a large and splendid hotel with all the conveniences and comforts of those in the largest of cities. The village is about a mile from the station, and is prettily situated on the bank of the Bow River near its junction with the Spray. In addition to the Canadian Pacific Railway Hotel there is a Sanatorium, to which is also attached an hotel, both being carried on under the supervision of Dr. Brett, a well-known medical practitioner who resides permanently in Banff. The curative qualities of the hot springs, the temperature of which ranges from 90 degs. to considerably over 100 degs., have attracted invalids from many parts of the world, and some wonderful cures have been effected. In addition to the baths which are to be found 1,000 feet or more above the valley, on the side of Sulphur Mountain, and in those attached to the hotels in the valley (the water being conveyed thence by pipes), there are two other bathing places supplied by springs near the river. One is known as "The Basin," which is quite open, and yet in a measure secluded; and the other as "The Cave." In the latter, the entrance was formerly through a hole in the top, but now an opening has been tunneled in the side, which is naturally more convenient. The whole of the village is situated in what is known as the Rocky Mountain Park, an area of about 26 miles long by 10 miles wide, which has been reserved by the Dominion Government as a National Domain. The baths at the Basin and at the Cave are under Government supervision. Since

the park was established a considerable sum of money has been expended in cutting roads through it, which was necessary in order to make its beauties accessible. At the present time there is a very good road to the Devil's Lake—or Lake Minnewanka, to use the more euphonious Indian name—which is situated about nine miles from Banff. The road passes through some very pretty scenery, and no one visits Banff without making the drive. Roads have also been made in the valley along the Bow River for some distance. There is also a road up to the top of Tunnel Mountain, from which magnificent views are obtained, and a road is in course of construction along the banks of the River Spray through a dense forest of pine trees. This latter road, when completed, will be nine miles in length, and through country of singular beauty. In addition to the roads that have been cut for carriage parties, innumerable bridle-paths have been made, and Mr. Stewart, the Ranger, is to be congratulated on his work. Banff seems to lie in a hollow completely surrounded by mountains, the only break apparently being that made by the Bow River, and the view down the valley, with the Peechee range in the distance, is one which will not readily be forgotten by those who have seen it. Among the mountains which are visible from the vicinity are the Cascade Mountain, Mount Inglismaldie, the Fairholme Range, Squaw Mountain, Sulphur Mountain, Rundle Peak, and Tunnel Mountain. Most of them range from 8,000 to 10,000 feet high, but in this connection it must be remembered that Banff itself lies at an altitude of 4,500 feet.

The Canadian Pacific Hotel is only open from May to October, but in those months it is generally crowded with guests. The air is the purest of the pure, the scenery magnificent, and, as will be readily understood, there are splendid walks, rides, and drives, in the neighbourhood. As regards the drives, if anyone is fortunate enough to make the acquaintance of Major Harper, who commands the police force at Banff, he will meet probably one of the finest whips on the continent. To go up and down the Tunnel Mountain in Major Harper's four-in-hand wagon is an adventure not to be forgotten. In many places the road turns like a corkscrew, and the gradients are very steep. The road is cut out of the solid rock, and on one side of it is always a steep precipice.

Major Harper thinks nothing of going down the mountain at full speed, and the experience is enough to make one's hair stand on end. Still, it is impossible to sit beside Major Harper without feeling the utmost confidence in him, and it is hardly necessary to say that he always looks over the harness very carefully himself before he starts.

XIX.

THE ROCKIES AND THE SELKIRKS.

After a short stay at Banff we took the train again for the West, fully prepared to enjoy the magnificent scenery through which we were to pass on our way to the Pacific Coast—a distance of about 500 miles. Any attempt to describe the panorama, with its ever-changing view of valley and mountain, must appear ridiculous to any persons who have had an opportunity of making the journey. It is truly a sight that must be seen to be appreciated or understood. The "Annotated Time Table" issued by the Canadian Pacific Railway Company, which contains descriptive notes of the country through which the line passes, is of much use to passengers, and is generally read a little in advance, as a preparation for the wonderful sights that continually unfold themselves. In many parts of that pamphlet the scenery is described in terms which at first appear to be exaggerated, and are therefore sometimes held up to ridicule on the cars, but in the end the verdict always is that the language, no matter how glowing it may be, is totally insufficient to convey to the mind any adequate idea of the beauty or grandeur of the scenery.

After leaving Banff, the line gradually ascends until the summit is reached. The summit is named "Stephen," after the first president of the company, and its altitude is 700 feet higher than Banff. One becomes in a sense bewildered in gazing at the various snowy promontories, and the magnificent ranges that appear in every direction. At Laggan, about seven miles this side of the summit, the first view of the great glaciers

is obtained. Laggan is a favourite place for a short stay. Within easy reach of the station, high up in the mountains, there are Lake Louise and the Mirror Lakes, one above the other. The ascent has been made comparatively easy by the thoughtfulness of the railway company; the lakes are said to be marvels of beauty, and the pictures reflected upon their broad waters are, in certain states of the atmosphere, of the most beautiful description. It is a very favourite place for artists, and it is the opinion of the President of the Canadian Pacific Railway Company that these lakes are among the most beautiful and picturesque scenery along the line. On leaving Banff it was our intention to see them for ourselves, but the fates were not propitious, a snowstorm interfering with our good intentions.

Everyone has heard of the famous Kickinghorse Pass, down which the railway descends after leaving the summit. In the course of 10 miles, between Stephen and Field, the level of the line falls nearly 1,300 feet. The following is a quotation from the descriptive notes before referred to, issued by the railway company, and it can truly be said that its description of the part of the road in question is in no sense exaggerated:—

“The scenery is now sublime and almost terrible. The line clings to the mountain side at the left, and the valley on the right deepens until the river is seen as a gleaming thread a thousand feet below. Looking to the right, one of the grandest mountain valleys in the world stretches away to the north, with great white glacier-bound peaks on either side. Looking ahead, the dark familiar peak of Mount Field is seen. On the left the Duomo-like head of Mount Stephen, and spires of Cathedral Mountain still further to the left occasionally appear over the tree tops. Near the head of Mount Stephen is a ridge, and on its shoulder almost overhead is seen a shining green glacier, 800 feet in thickness, which is slowly pressing forward and over a vertical cliff of a great height.”

At Field there is one of the pretty chalet-like hotels which are to be found at intervals along the road, and a day or two may be passed pleasantly enough there, amid the solitude of the mountains and the grand scenery with which the valley is surrounded. From Field the line ascends again for a short distance, but soon commences the descent of what is called the Lower Kickinghorse Valley, down which, to use the words of

the book before referred to, "the river disputes the passage with the railway. The cañon rapidly deepens until, beyond Palliser, the mountain sides become vertical, rising straight up thousands of feet, and within an easy stone's throw from wall to wall. Down this vast chasm go the river and the railway together, the former crossing from side to side to ridges cut out of the solid rock, and twisting and turning in every direction, and every minute or two plunging through the projecting angles of the rock, which seem to close the way. With the towering cliffs almost shutting out the sunlight, and the roar of the river and the train increased a hundredfold by the echoing walls, the passage of this terrible gorge will never be forgotten."

The lowest point of the descent of the western slope of the Rockies is reached at Beavermouth, the altitude of which is 2,500 feet, and for some little distance the train traverses the valley between the Rockies and the Selkirks. It is not long, however, before the train again begins its climb. The Beaver River is soon left, and in the course of a few miles the track reaches to an altitude of 1,000 feet above the valley, the roadway being on a ridge cut out of the side of the mountain. The principal difficulty in the construction of this part of the road was occasioned by the torrents, many of them splendid cascades, which rush down through narrow gorges cut deeply into the steep slopes along which the railway creeps. The bridges which cross these torrents are apt to make the traveller giddy to look over, and one of them deserves special mention—that over Stony Creek, which is 295 feet above the level of the creek. During this part of our journey we were not, in some respects, fortunate as regards the weather. In the absence of sunshine we had mists and heavy rain and snow, but these served to increase the volume of the cascades and mountain torrents, and gave a weirdness and a grandeur to the scene which would not be obtained even in brilliant sunshine. The Valley of the Beaver is four or five miles wide, and the river winds in and out among the forest which ranges far up the sides of the mountain. It would be a magnificent site for a national park, even rivalling that at Banff; but the beauty of the scene has been somewhat marred by the effects of the forest fires, which, since the advent of the railway, periodically devastate the country. How they arise it is difficult to say. Sometimes they are started by the camp fires of hunters and trappers. At other times the undergrowth is set

on fire, possibly by sparks from the engines, and fires have been known to commence by the concentration of the sun's rays through pieces of bottles and glass that have been left about. It would naturally be expected that in a country like this there would be considerable danger from avalanches and snow slides, but these have been guarded against in the most perfect manner by the railway engineers, and massive snow sheds, which, as built, are almost as solid as tunnels, are seen at frequent intervals. At every few hundred yards, also, there seem to be men continually on the watch, and one cannot help appreciating, in making this journey, that every precaution is taken to prevent accidents. That the measures are effectual is evident from the fact that the through trains are very rarely delayed, even in the worst weather—a thing which cannot be said of the trans-continental lines that have been constructed south of the boundary line. To quote again from the railway guide book of this part of the journey:—"Beyond Stony Creek Bridge the gorge of Bear Creek is compressed into a vast ravine between Mount McDonald on the left and the Hermit on the right, forming a narrow portal to the amphitheatre of Rogers Pass at the summit of the Selkirks. The way is between enormous precipices. Mount McDonald towers a mile and a quarter above the railway in almost vertical height. Its base is but a stone's throw distance, and it is so sheer, so bare and stupendous, and yet so near, that one is overawed by a sense of immensity and mighty grandeur. This is the climax of mountain scenery. In passing before the face of this gigantic precipice the line clings to the base of Hermit Mountain, and, as the station at Rogers Pass is neared, its clustered spires appear facing those of Mount McDonald, and nearly as high. These two matchless mountains were once apparently united, but some great convulsion of nature has split them asunder, leaving hardly room for the railway."

The roadway at the summit of the Selkirks is at an altitude of 4,300 feet, and two miles further the Glacier House is approached. It is near Mount Sir Donald, named after Sir Donald A. Smith, one of the chief promoters of the Canadian Pacific Railway. This is the site of another of the railway hotels at which the train stops for meals, and it is also a favourite resting-place for tourists who desire to spend a little time among the mountains. The great glacier is only a mile

and a half from the station, and a few hundred feet above the level of the hotel, and is quite accessible. It is said to be larger than all the glaciers in the Alps together, and on a clear day the sight is most impressive. Continuing the descent from the Glacier House, the railway passes out of the valley over a loop which winds in and out and round about, until at length four tracks of the railway may be seen one above the other. The descent still continues until Revelstoke is reached—a mining town on the banks of the Columbia River. It is important as a divisional point of the railway, and also as the stopping place for those who wish to visit the Kootenay and Nelson country, the immense mineral wealth of which is being gradually exploited.

XX.

THE OKANAGON VALLEY.

We again broke our trans-continental journey at Sicamous—or “stopped-over,” as they say there—with the view of spending a short time in the Okanagon country. The morning after our arrival we took the train to Vernon, a journey of two or three hours, passing through a beautiful valley, full of comfortable, well-cultivated, and apparently well-stocked farms. Vernon is a pretty little place, in a very nice situation, and supplies the mining regions to the south. It seemed to be very quiet at the time of our visit, and there was little or nothing doing; but, if the minerals prove to be as rich as many people anticipate, it will make a wonderful difference to this district. A short distance from Vernon is the property purchased by Lord Aberdeen, and known as the Coldstream ranche. It consists of about 10,000 or 11,000 acres, and is managed by a Mr. Kelly, who seems to be a capable and energetic man. Neither the house nor the buildings are very pretentious, but they are comfortable and suitable for the purpose for which they are intended. Comparatively little of the ranche is under cultivation, but experiments are being made with all kinds of

fruits and vegetables, and there is no question whatever as to the suitability of the soil, of the climate, and of the location for producing all the small fruits of temperate climates at their best, both as regards size and quality. Apples, pears, and plums were shown to us of marvellous size considering the short time in which the trees had been planted. We were, of course, too late for the strawberries, raspberries and currants, but were told that they yielded abundantly, and that a ready market was found for them, at good paying prices, as far east as Calgary and as far west as Vancouver. It is unlikely that much fruit will be grown for some time on the prairies—at any rate, until varieties are discovered which will stand the rigour of the climate. So far, although experiments have been made with that object, they can hardly be considered as satisfactory. This leads up to the conclusion that there will always be a splendid market for British Columbian fruits of all kinds, not only in the Province itself, but on the prairies between Winnipeg and the Rockies, a stretch of country over 800 miles long and about 200 miles deep. Lord Aberdeen has spent a good deal of money on the estate, with a view to encourage his neighbours, and to show them what may be done, and he has also erected a jam factory at Vernon, but this has not been utilised to any extent up to the present time, all the fruit that is grown being sold in its fresh condition at much higher prices than could be paid if jam manufacture is to be made remunerative. In addition to fruit-raising, considerable attention is being devoted to cattle-breeding and fattening, and also to sheep. Horse-breeding has also been taken up, and all these branches of agriculture ought to be profitable if fair prices can be obtained. The Coldstream ranche might almost be called an experimental farm, from the variety of work that is carried on there, for, besides what has already been stated, there are at present about five acres under hops, and the area is to be considerably increased if the venture turns out profitably. Prices a year ago yielded a handsome profit, but this year, from one cause or another, hops are being sold on the London market, and even locally, at prices little, if anything, in excess of the expense of cultivation. Hop-growing promises to become a very important industry in British Columbia. Both the climate and soil are held by experts to be suitable for it, and experiments are being made, not only in the Vernon

district, but in the neighbourhood of Agassiz, in the Nicola valley, and in many other places between there and the coast, and also in Vancouver Island. Some samples which came over in 1893 attracted very much attention on the London market, both from their colour and the way in which they were cured, and it was stated on the best authority that large quantities of hops equal to those samples could readily have been disposed of at the top market prices. But, as already mentioned, this year, while the crop was good and the samples equal to those of previous years, prices have fallen away considerably, and the hop-growers are not so cheerful as they were. Still, however, prices vary very much, and it is calculated that one really good year in two or three would yield handsome returns for the capital invested.

After spending a very pleasant time in this charming district we returned to Sicamous, and again took the train for the West. In a short time Kamloops was reached—the principal town in the Thompson River Valley, along which the railway passes for a considerable distance; in fact, until Lytton is approached. The country is fairly well settled in the neighbourhood of the river, and in the broad valleys that are frequently crossed. The principal industry in the Kamloops district will always be ranching, owing to the excellence of the pasture land, but an endeavour is being made to provide for irrigation in places where water is not at present abundant; and if this can be accomplished the possibilities in the way of fruit-growing and general farming will be greatly increased. The scenery along many parts of the Thompson is particularly grand, and the “Thompson River cañons” comprise some of the most picturesque scenery along the railway. As the train passes along the cliffs above the river the old wagon road is seen at intervals, first on one side of the river and then on the other, apparently supported in many places, many hundreds of feet above the river, on what seem to be slender sticks pinned to the face of gigantic precipices. The road crosses the river at Spence's Bridge, and is the only route to the Cariboo country; but the point of departure is now Ashcroft. At Spence's Bridge the scenery is striking and peculiar, and the Canadian Pacific Railway book, to which reference has before been made, thus describes the *coup d'œil*:—“The train runs upon a sinuous

ledge cut out of the bare hills on the irregular south side of the stream, where the headlands are penetrated by tunnels, and the ravines spanned by lofty bridges; and the Thompson, in the purity of a trout brook, whirls down its winding torrent path as green as an emerald. Sometimes the banks are rounded cream-white slopes; next, cliffs of richest yellow, streaked and dashed with maroon, jut out; then masses of solid rust-red earth, suddenly followed by an olive-green grass slope or some white exposure. With this fantastic colouring, to which the brilliant emerald river opposes a striking contrast, and over which bends a sky of deepest violet, there is the additional interest of great height and breadth of prospect, and a constantly changing grotesqueness of form, caused by the wearing down of rocks of unequal hardness, by water and wind, into towers and monuments, goblins and griffins. The strange forms and gaudy hues of the rocks and scantily-herbaged terraces, impress themselves most strongly on the memory."

XXI.

STILL AMONG THE MOUNTAINS.

Some mention has been made of the wonderful cañons of the Thompson River, along which the Canadian Pacific Railroad passes. The junction of the Thompson River with the Fraser is about 150 miles from Vancouver. The scenery along the Fraser is very much the same as that of the Thompson. There are similar cañons; the river is here and there narrowed by rocky formations and becomes a torrent, and at other times is a broad placid stream. From the train, at the proper season of the year, the Indians can be seen at their fishing operations on the banks of the river; and the Heathen Chinese may also be observed gold-washing in a very primitive manner. At North Bend, about 115 miles from Vancouver, there is another of the railway hotels at which the eastward and westward-bound trains stop for about twenty minutes to enable the passengers to refresh the inner man or inner woman, as the case may be. The scenery in the neighbourhood of North

Bend is of a particularly attractive nature, and in the summer time the hotel, which is very comfortable, is more or less crowded. In fact, the scenery between North Bend and Yale is described as matchless, and as not only interesting but startling. The great river, as our friend, the C.P.R. Note-book, states, "is forced between vertical walls of black rocks, where, repeatedly thrown back upon itself by cliffs, or broken by ponderous masses of rocks, it madly foams and roars. The railway is cut into the cliffs 200 feet or more above, and the jutting spurs of rock are pierced by tunnels in close succession."

From Yale to Vancouver the scenery becomes rather less grand, and there is a greater area of land available for agricultural purposes than exists in the more eastward parts of the province. A good deal of the land is very little above the river level, and dyking, at considerable expense, has been necessary. In many cases, however, the embankments were not made high enough, and the floods of last year, which were exceptionally high, gave the farmers and the owners of these lands a good deal of trouble, and caused much expense. Although the experience was a sad one, it has given a lesson which will not be forgotten. The meadow or bottom land, in the immense valleys through which the Fraser runs in the latter part of its career, is rather expensive, and the prices range anywhere from 50 to 100 and 200 dollars per acre. It is, however, exceptionally fertile, and grows immense crops, and it is stated that on 40 acres of land in these favoured positions as much produce can be raised as on five times the area of land elsewhere. Besides, it must be remembered that if land is dear, the prices of produce are relatively higher than in many other parts of Canada, and that all the most profitable crops can be raised, as the consequence of the magnificent climate with which British Columbia is endowed.

The Dominion Government, in its paternal supervision of the interests of the agricultural community, has established an experimental farm at Agassiz, about 70 miles from the coast. It includes about 1,000 acres of land of all varieties, from sandy loam to heavy clay land, and not only bottom, but mountain land. It is a beautiful place, the valley, being surrounded by mountains; and in the evening, and especially by moonlight, the sight is one to remember. The energetic

superintendent, Mr. Sharp, has done wonders in the short time that the farm has been under his charge. Most of the experiments so far have been in connection with the raising of fruit of all kinds and roots, and they have been singularly successful. The small fruits grow in abundance, and there is no doubt a great future before that industry. Apples and pears are also grown in great profusion and of immense size, and it may truly be said that the largest apples we ever saw were raised in British Columbia from comparatively young trees. It will not be long before British Columbia apples make their appearance on the British market if prices are high enough to stand the cost of transport. In any case, however, they have an excellent market near home and on the prairies. Mr. Sharp has also experimented in arboriculture on the mountain sides, and he is very proud of the results. Anyone contemplating settlement in British Columbia cannot do better than spend a day at Agassiz, talk over his proposals with Mr. Sharp, and obtain the benefit of his advice and experience, which extends not only to Canada, but to Scotland, where he was farming before he emigrated.

A drive of 4 or 5 miles through the primeval forest, and, it must be confessed, over a very rough road, will take the visitor to Harrison Lake, which in the near future is bound to become a popular place of resort. There is a very good hotel, the scenery is magnificent, and the variety of colouring in the waters of the lake from the reflection of the surrounding scenery cannot well be exaggerated. In addition, however, to its attractions to pleasure seekers, in the way of fishing, boating, and shooting, there is a medicinal spring which comes out of the side of the mountain at a temperature high enough to boil an egg. The water is beneficial not only for bathing, but, for drinking, in certain complaints, and the baths attract a great many people. It is a very curious thing that within a few feet of the waters of the lake, which are icy cold, consisting chiefly of snow water, there should be a hot medicinal spring of the nature that has been mentioned. On the way back from Harrison Spring to Agassiz there happened the only *contretemps* of our journey; the horses shied and bolted, which was no joke over a rough road of the kind; and there was soon a spill, which might have been serious, but which only resulted in a little damage to the conveyance.

XXII.

VANCOUVER, VICTORIA, AND NEW WESTMINSTER.

We have now almost finished the journey from the Atlantic to the Pacific, and little remains to be done but to give some idea of the three leading cities of the Pacific Province, viz. New Westminster, Vancouver, and Victoria.

New Westminster was formerly the capital of British Columbia, but was succeeded in that position by Victoria in 1868, after much discussion and many trials and tribulations among the representatives of the mainland and Vancouver Island. It is not situated on the main line of the Canadian Pacific Railway, but is reached by a short branch from New Westminster Junction. It occupies a lovely position on the banks of the Fraser, and is built on the side of a hill. The view of the surrounding country from the city is varied and extensive, and the river itself is the best point from which to regard the city. The population has not increased so rapidly as at Victoria and at Vancouver, but it is a very busy place, and both the buildings and the streets are well constructed, and present a very solid appearance. The principal industries are those connected with the salmon canneries and the sawmills, and it is hardly possible to appreciate how prolific the salmon fisheries on the Fraser are without paying a visit to New Westminster. On either side of the river are the factories, where the salmon are prepared and canned, or where they are cleaned and salted and packed in barrels, those being the two forms in which the fish are largely exported. Boats arrive continually at the different sheds full of salmon of all sizes and description, and, much as the river is fished, there seems to be little or no diminution in the catch. The average export of British Columbia consists annually of about 400,000 cases of salmon, each containing 48 1 lb. tins. This does not of course include the salted salmon, of which a large quantity is shipped to all parts of the world. Some of our readers may perhaps have seen photographs of the Fraser River, at places where it narrows, at times when the salmon are running. It is no stretch of the imagination to say that the quantity of salmon is so great as to occasionally cause a rise in

the level of the river; and it is no uncommon thing to see salmon on the banks which have been forced out of the water by the pressure of the fish going up stream. One of the great difficulties connected with the canning industry is the disposal of the offal. Hitherto it has been the custom to dump it in the river, which is not only an unhealthy proceeding, but is considered likely to drive the fish away. Regulations have recently been put into force to prevent this, and, although it has caused considerable outcry, there can be no doubt that the cannery will eventually find it to their advantage. Indeed, the offal may become a valuable product, as a large quantity of oil may be extracted from it, and the residuum converted into excellent manure. A company is now being exploited to carry on this business, and, if it succeeds, it will not only be profitable, but will tend to add to the trade of the Province, and to the value of the fishery. A novel experiment is being tried in connection with the exportation of fresh salmon from British Columbia to England. As soon as the fish are caught they are placed in refrigerators, and are shipped from Vancouver to Australia by the Huddart steamers, being placed, of course, in the refrigerating chambers of those vessels. They are there transferred into the refrigerators of the Australian liners, and brought to London. The first shipment arrived in excellent order, although the fish were not taken at the best time of the year, and the success of the experiment has been so great that further consignments have already been arranged, and the belief is confidently entertained that the fish can be sold in London at a price which will leave considerable profit to the enterprising persons who have initiated the business. It is needless to say, of course, that salmon can be obtained in British Columbia for as many farthings a pound as shillings are paid in the United Kingdom. A good many people are asking why the fish is sent in such a roundabout way, and why the Canadian Pacific Railway is not utilised. The answer is that there would be a difficulty at present about refrigerating cars on the railway, apart altogether from the extra cost of conveyance, and that there are no refrigerating chambers on the lines of steamers which now ply between Canada and Great Britain.

Vancouver, the terminus of the Canadian Pacific Railway, is well known all over the world. It is a comparatively young city not yet 10 years old, and besides, was entirely burnt out

in its infancy. It was soon, however, rebuilt, and is probably now the most substantial-looking city west of Winnipeg. The principal streets are asphalted, as well as the sidewalks; most of the buildings are constructed of brick or stone, and charming private residences are springing up in every direction. The growth of its population has been most rapid, and it is now in the neighbourhood of 20,000. Owing to the manner in which the city is built, it covers a much wider area of ground than most other cities of its population. The labour that must have been necessary to prepare for its expansion will be appreciated when it is stated that the site of the city was formerly covered with the giant trees of the Douglas fir species, and that many stumps can now be seen, in the outskirts, of 7 or 8 feet in diameter. But even those monsters are comparatively small, as in the Stanley Park, which is adjacent to the city, there are cedars and pines which measure between 40 and 50 feet in circumference at some distance from the ground. Vancouver has many advantages from its position on Burrard Inlet. The channel is navigable for the largest vessels, and an immense quantity of shipping is always entering and leaving the port. In addition to the Canadian Pacific Railway service to China and Japan by the magnificent Empress steamers, there are the well-known vessels of the Huddart Line plying between Vancouver and Australia. Sailing vessels and steamers are also arriving and leaving continually for United States Pacific ports, and for the northern parts of British Columbia, while vessels are also leaving every day conveying what are humorously called British Columbia tooth-picks to every part of the world. These tooth-picks are sometimes 3 feet square and 60 feet long, or even larger. It will be understood from this that, as at New Westminster, the lumber industry is an important one at Vancouver. The city is also the source of supply for many of the inland mining and lumbering districts of the province. Vancouver seems bound to develop, from its position as an *entrepôt*. The trade of the Pacific with China and Japan must increase; and it cannot be long before British shipping on the Pacific Ocean will develop to an extent it is difficult now to appreciate, and before the people of Canada and the United States will be able to send greetings and messages direct to Australia without having to send them, as at present, by way of Europe.

XXIII.

VICTORIA.

In order to reach Victoria, the capital of British Columbia, from Vancouver, it is necessary to undertake a short sea voyage of about 84 miles, the run generally occupying about five hours. Although the route is practically land-locked—and it may be mentioned by the way that the scenery is very beautiful—the passage can be a fairly rough one, as many of the passengers on the little top-heavy boat which made a voyage in October last (1894) experienced. The vessel at times rolled and pitched in rather an alarming way, and there were not many passengers who felt inclined to enjoy the motion on one or other of the decks. However, Victoria was at last reached, and a very English-like place it is. Its streets and shops are full of life, and the suburbs are very pretty, and if it is not as solid looking as Vancouver, it has other charms of its own, which the mainland city cannot emulate. Victoria has a population of about 20,000, and dates its growth from the gold craze which was rife in British Columbia between 30 and 40 years ago. It has the advantage of being near Esquimaux, the headquarters of the Pacific Squadron of Her Majesty's Navy, and blue-jackets are consequently frequently seen in the streets. There is also a considerable Chinese quarter, which is both interesting and instructive, and very dirty, but it is a place to which all visitors go out of curiosity. Chinese and Japanese curios, and textiles of all descriptions, are on sale, but, probably better stocks can be seen in Regent Street, and at prices rather lower than the Heathen Chinese is apt to ask, although he is by no means accustomed to get what he demands at a first interview.

The fortifications at Esquimaux are being much strengthened, and in the near future it will be a very strong place. The Canadian Government is providing the money necessary for the earthworks, while the Imperial Government provides the armaments. Considerable secrecy is being observed as to the works that are in progress, and no one is permitted on the ground without a special order from the officer in command.

It is stated that a Russian Prince, who recently arrived in the country, strolled out very early one morning with a Russian officer, ostensibly for a walk. Perhaps it was not altogether by chance that he found himself in the neighbourhood of Esquimault, but, in any case, he had not gone very far before he was pulled up by a sentry, and was prevented from inspecting the fortifications—which was probably the object of his peregrinations.

Considerable jealousy exists between Victoria and Vancouver. You must never expect a Victorian to say anything good of Vancouver, or *vice versa*; but surely there is room enough for two cities like Vancouver and Victoria in British Columbia. Vancouver Island is as large as Great Britain; it has extensive coal measures, abundance of timber, as well as much mineral wealth. A good deal of the land, when cleared, will be available for agriculture, and will grow anything that a temperate climate will produce. It is probable, therefore, that in the future Victoria will greatly developé. It will never, perhaps, be as important as Vancouver, in view of the fact, that the latter is the terminus of the railway, a great shipping port, and the possible landing place of the Pacific cable, and bearing in mind also the development of the mineral resources of the mainland which must take place in the near future, and for which Vancouver is the natural source of supply.

There are many walks and drives in the neighbourhood of Victoria, and wherever you go charming views of the Sound, and of the islands which are scattered over it, are to be seen, while the magnificent snowy peak of Mount Baker is always visible. Both Victoria and Vancouver have good public parks. The former is known as Beacon Hill Park, and is very prettily arranged, but of course it cannot compare with the Stanley Park of Vancouver, which is practically a piece of the primeval forest. The principal drive is round the park on the seashore, and is nine miles long. The trees are very large, and the foliage of the undergrowth most brilliant. On a fine day the drive is something to be remembered.

While we were in British Columbia agricultural shows were very frequent, and it gave us an opportunity of forming an idea of what the country could produce. We visited shows at Victoria, as well as at New Westminster, and there were also some smaller gatherings in the interior. An agricultural

show in Canada is not confined to agriculture—in fact, it is a general exhibition, and includes everything. The object is, of course, to give a holiday to the people of the neighbourhood, and the attendance is always pretty numerous, especially when horse racing forms a part of the proceedings, which is generally the case. From an agricultural point of view, the exhibits were excellent, especially so far as regards fruit and vegetables. Apples, pears, plums, grapes, and all the other fruits, were of large size and most excellent in appearance, and the same remarks apply also to the vegetables. Fine specimens of hops were also on show, and the other exhibits, while not perhaps directly connected with agriculture, gave an excellent idea of the energy and industry of the exhibitors.

XXIV.

EASTWARD AGAIN!

Having reached the most western part of the Dominion, and not having the time to devote to a trip to Japan, or to Australia, by the line of steamers which have, in effect, carried the termini of the Canadian Pacific Railway to Yokohama and Shanghai, as well as to Sydney, there was nothing to do but to return eastward by the "Queen's highway," on, and in the neighbourhood of which we had passed some weeks very pleasantly. The journey from Vancouver is, naturally, very much like the journey to Vancouver, but one is apt to see the magnificent scenery of the Rocky Mountains in different moods and in different weathers, and this experience happened to us. On our way Westward there was little sunshine, and any quantity of mist and rain; but on our return there was brilliant sunshine by day and moonlight by night, so that we saw the beauties of the scenery in all their varying aspects.

On the return journey the only stoppage we made was at Winnipeg, and after spending a few days there very pleasantly we took the train to Toronto *via* North Bay. Toronto is, of course, well known as the capital of the Province of

Ontario, and is situated on the western end of the lake of that name. It has a population of about 200,000, but is not quite so large as Montreal: its inhabitants are chiefly of British extraction, and it is, therefore, much more like an English city than the commercial capital of the Province of Quebec. It is a busy hive, with a wholesome bustle of commercial and industrial activity, and the streets are full of people; while the shops, which are very good, display all the luxuries of Eastern as well as Western civilisation. Toronto is only one of several important cities in the principal Province of the Dominion. Reference must be made to Hamilton, called the Birmingham of Canada; London, which is situated on the Thames, with many of its neighbourhoods named after the larger London in which *The Colonies and India* is published; Kingston, a more or less important place ever since the time of the French régime; Brantford, and others too numerous to mention in a letter of this kind. Ontario, as everybody knows, also includes the wonderful Falls of Niagara, which can be easily reached from either Toronto or Hamilton. In fact, Ontario is easily the premier Province of Canada, not only by its population, but by the extent of its commercial and industrial interests; and, notwithstanding the development of the western country, the agricultural industry of Ontario is still the backbone of the Dominion. When one considers how brief the life of Canada has been, how comparatively recently it has been developed by railway communication, and how most of the farms had to be cut out of the forest, it is little short of marvellous that so much progress should have been made. It is Ontario which supplies most of the cattle that is sent to the British markets; most of the cheese and other dairy produce comes from there also; and the same thing may be said of the wheat and other cereals which find their way to Great Britain in such large quantities from the Dominion. Free-grant land may still be obtained by hardy settlers, who are willing to hew their farms out of the forest; and improved farms may be purchased by those who are prepared to pay from 2*l.* or 3*l.* up to 20*l.* per acre, according to location, the extent of buildings, &c. A good deal is said from time to time about the rigour of the Canadian climate, but it is not generally known that a good many of the Canadian apples, which have obtained so great a reputation, come from Ontario; that peaches grow in Ontario in such quantities that they are

frequently fed to the pigs ; that grapes and other delicate fruits ripen in the open air ; and that the Province is the seat of a not unimportant wine-making industry.

A series of letters about Canada would be incomplete without some references to the Maritime Provinces of New Brunswick, Nova Scotia, and Prince Edward Island. As a rule, they are not much visited by persons who take the trip from the Atlantic to the Pacific, so that the beautiful scenery they contain, their natural resources, and the advantages they offer, both to tourists and to settlers, are not as much appreciated or known as they deserve to be. They have abundant mineral and forest wealth, a temperate climate and a fertile soil, which can produce all the products that are grown in such latitudes ; and the country is, besides, admirably suited for cattle raising and for dairying, which industries are now receiving greater attention than they have hitherto done. Then, again, the fisheries around the coast are abundant, and form a great source of wealth to the inhabitants, while the position the Provinces occupy, as being the nearest part of the American continent to Europe, should give them great advantages in the export trade—advantages which so far have not been utilised to the extent they deserve. The Maritime Provinces are probably better known to Army and Navy men than to other classes of the community. Halifax has always been a favourite station with both services, and many officers and men have returned to that part of Canada after having finished their active work. Living is cheap, beautiful scenery is everywhere found, even in other places besides the district which Longfellow's poems have made famous, and any quantity of fishing and shooting in all their varieties can be obtained by the sportsman. Regarded from any point of view, the Maritime Provinces are really one of the most favoured parts of Canada, and if in the past they have not progressed as rapidly as might be desired, they have been advancing steadily both in wealth and in population, and must, before very long, take up the position to which they are entitled in view of the many advantages they possess.

XXV.

THE INDUSTRIES OF CANADA.

After having travelled from one end of Canada to the other, it is necessary to say something of the various industries in which Canadians occupy themselves — industries to which Canada owes its present position, and upon which the future of the country depends. In Canada, as in most of the other Colonies, there is no leisured class. Everybody works more or less hard, and, although there are a few millionaires in the country, the generality of the people have incomes that are moderate compared with those of the higher classes in the United Kingdom, although the general standard of wealth is probably greater than it is at home.

The principal industry is of course agriculture, and it applies equally to every Province. Most of the country is situated in temperate latitudes, and the soil and climate are eminently suited for the production of the crops, fruits and vegetables that grow in Central and Northern Europe. Considering the size of the Dominion, the climate naturally varies, but it has a regular summer heat which is sufficient in almost every part of the country to grow all the smaller fruits in perfection, and even many of those which do not ripen in the open air in the United Kingdom. Exception must of course be made in this statement to Manitoba and the North-West, but even there, although apples do not grow, and grapes are not common, yet all the smaller fruits like strawberries and raspberries, gooseberries and cherries, grow wild and very luxuriantly, while wild hops are frequently seen in the summer time. Cattle raising and dairying are carried on everywhere. Canada sends more cheese to Great Britain than any other place in the world. The quantity of butter exported is also increasing, and the cattle shipments from Canada are sufficient to have created considerable feeling among agriculturists, both in England and Scotland, in connection with the restrictions that have recently been placed upon their importation.

The next industry in magnitude is probably that connected with the timber trade. In the Maritime Provinces, in Quebec,

and in Ontario, in the northern parts of Manitoba and the North-West Territories, and in British Columbia, timber of all kinds is found, and there is not only a large local demand, but, both on the Atlantic and on the Pacific, the export of lumber is a considerable business, employing a large amount of capital and many thousands of men.

Probably, next in importance to agriculture and timber comes the fishing industry. This is principally exploited on the Atlantic coast and in the Gulf of St. Lawrence, and it is the nursery of a hardy race of sailors which have made Canadian ships and Canadian commerce known in all the ports of the world. The importance of the fisheries is also emphasised by the endeavours that have been made so frequently by our American cousins to share in this source of wealth. There are considerable fisheries also in the rivers and lakes of the country, from the Atlantic to the Pacific, and on the shores of British Columbia the fisheries are particularly extensive and valuable, although practically undeveloped, owing to the difficulty at present of finding markets for the fish when caught.

Canada is exceptionally rich in minerals. Large deposits of coal exist both on the Atlantic and on the Pacific, and naturally these are of exceptional value to the Empire, as without coaling stations the Atlantic and Pacific squadrons would be very much embarrassed in times of war. Coal is also mined in the North-West Territories, and its discovery has done much to promote the settlement of that part of the country. Iron is found in many places; gold and silver are also worked in the different Provinces, and in the near future, as the country becomes developed, it will be strange indeed if deposits of these precious metals are not discovered which will create much attention. Gold is being obtained in small quantities in Nova Scotia, in Quebec, in Ontario, and in British Columbia, and in the last-named Province the same range of mountains passes through the country that have been such a fruitful source of wealth to Colorado and California. In fact, it may be stated that Canada possesses deposits of almost all the known minerals, but, although the population has rapidly grown, it is still very small indeed for the size of the country, and hardly more than a fringe is at present peopled. As it becomes opened up, more populated, and is made accessible, the mineral industry is likely to assume far greater proportions than at present.

With all these natural advantages, and particularly in view of the fiscal policy which has been adopted in the last 15 or 16 years, it is not surprising that a large manufacturing industry has been developed. The census of 1891 demonstrated the great progress that had been made in this direction since 1881, and an advance almost equally extensive was shown in the census of the latter year. The capital employed in manufactures has increased, also the number of factories and the number of hands employed, and the great expansion in the traffic carried over the railways and along the waterways shows the important position local manufactures are assuming in connection with the requirements of the country. The manufactories have a very wide range, and include almost every article of production; and no doubt the progress that has been made has tended to prevent the increase in the import trade which would otherwise have taken place to supply the wants of the people. The way in which the country has become inhabited is calculated to assist in the development of manufacturing industries. In the Australian Colonies there is generally one very large city and a few smaller ones; but the system of small towns and villages, which is common enough in the United Kingdom, seems to be more or less unknown in the outlying parts of the Empire, excepting perhaps in Canada. There, villages and small towns are numerous, and there is quite a respectable number of them (about 150), containing each more than 2,000 people. Naturally, in these places there is a tendency to start manufactures, especially where water-power is available, and therefore factories are seen in all the older Provinces especially, although they have not developed so rapidly in Manitoba, the North-West Territories, and British Columbia.

In addition to the industries already mentioned, railways and shipping employ an immense amount of capital and a large number of men; and there are also the learned professions. Mechanics and unskilled labourers of various kinds are numerous, but there has never been an unemployed movement of any extent. The people are generally in more or less constant employment and in receipt of wages which enable them to live comfortably, and to bring up their families in a way which is not always possible in older countries. There is no distinction of caste to anything like the same extent that obtains in the United Kingdom. A man is regarded according

to the position he makes for himself, by sobriety, energy, and perseverance; and the facilities for education are such that the poorest boy in the land has the opportunity of fitting himself for the highest positions the country can offer.

XXVI.

CHANCES FOR IMMIGRANTS.

It is only natural that an inquiry should be made as to the chances and opportunities Canada offers to the various classes which form the bulk of the emigration movement both from the United Kingdom and the Continent. In a new country there must necessarily be more opportunities for advancement than in an older one, and usually there is not that observance of cast-iron rules which generally prevails in more ancient communities. It must be stated, however, that success in the Colonies demands just the same qualities as those which are required elsewhere, and perhaps in an even greater degree. Many people in the Colonies—and this applies especially to Canada—have risen from very small beginnings; and practically the same chances are open to the youth of the present day, with the qualification, of course, that competition is greater now than it used to be.

After all, however, the classes of people wanted in Canada are comparatively limited, although there is room enough for an unlimited number of the right sort. Capitalists, large and small, are what are chiefly desired, and, if they can be induced to go in any considerable number, there will be no difficulty in getting those who live by their labour to follow. In agriculture, in lumber, in the fisheries, in mining, and in manufactures, there is, no doubt, money to be made, but it is the agriculturist that the country stands in special need of at the present time, to bring into cultivation the millions of acres of land that is now unoccupied. The farmer with a little capital may go to almost any part of the country with the certainty of doing well, but, of course, some parts will be likely to suit him

better than others, and upon this point he must make full inquiry. In the older Provinces of Canada, while Government land may still be obtained very cheaply, it must not be forgotten that the land is generally covered with wood, and requires to be cleared before it can be tilled, and that the average "old countryman" is not specially qualified for work of that character. Improved farms may be obtained at reasonable prices and on easy terms of payment, but much will depend, of course, on the contiguity of the farm to settlements, railways, and waterways. In Manitoba and the North-West free grants of land may be obtained, unencumbered with trees and ready for the plough, but even there it must be remembered that land near the railways and the rivers is taken up rapidly, and that free homesteads can only now be had a few miles distant from railway stations and settlements. It is therefore a question whether a settler, if he has a little capital, would not be well advised in buying an improved farm even on the prairie, leaving the younger and hardier spirits to undertake the pioneer work. Canada, of course, has its drawbacks, as well as its advantages, but the latter are generally considered to outweigh the former, which explains the expansion that is continually taking place. It would be idle to ignore the fact that the Canadian farmer has felt the depression that has been passing over the world, but at the same time the low prices have hit him less hard than farmers in many other countries. This arises from the fact that his land is cheap, taxation is low, labour-saving appliances are in constant use, that he is his own landlord, and last, but not least, that he and the members of his family do their own work and only employ such additional hands as are absolutely necessary. Of course there is no royal road to fortune by way of agriculture in Canada any more than elsewhere, but it will provide a comfortable living and a healthy life, two things in themselves sufficiently important to attract the attention of people who may be thinking of emigration.

Farm labourers are in considerable demand in all parts of the country, but single men are preferred to married men with families, as it is not the custom to put up cottages on Canadian farms for the use of the labourers, all the hands employed living under the one roof. Of course there are exceptions in the older Provinces, but, as a general rule, single men are

preferred. Canada affords excellent opportunities for farm labourers. They live well and get good wages, so that if they are hard-working and thrifty there is nothing to prevent them starting on their own account in a few years if they have any ambition to do so. Hundreds and thousands of instances could be found where this has been the case, and one cannot help thinking how much better it would be for the thousands of farm labourers who in the last few years have migrated from the English rural districts to the towns, if they had gone to Canada instead of passing a more or less miserable existence among the congested populations which they have helped to swell. In Canada they could have turned their skill to some advantage, while in the English towns they have simply become unskilled labourers, uncertain of employment, living from day to day and from hand to mouth.

Another class for which there is a great demand is female servants, both in the country districts and in the towns. In every place that one goes to, the cry is, "Send us more servants," and the wonder is that the demand does not attract a greater supply. Wages are generally good, although, excepting in Manitoba, the North-West Territories, and British Columbia, not higher than in London; but the homes are comfortable, and the girls seem to have more freedom and more liberty than at home. One of the difficulties of colonial ladies is that their servants get married so rapidly, which perhaps, however, the servants do not regard as a disadvantage. There is no doubt that servant girls have a disinclination to travel far away from home, especially if they have to go alone, and have no friends in the places to which they may be going. This difficulty, however, is overcome to a certain extent by the supervision that is afforded by Emigration societies in the United Kingdom, by the Government agents, and by the Ladies' Committees which are to be found in most of the Canadian cities and towns. In many cases, accommodation is provided by the committees until satisfactory employment is found, which is generally only a question of a few hours.

The emigration of mechanics, general labourers, and navvies is not encouraged, unless they are proceeding to join friends already settled in the country. The reason for this is obvious. The demand for labour is generally met by the available supply

on the spot and by the immigration that voluntarily takes place, and it stands to reason that if, in a country with a limited population like Canada, a large indiscriminate immigration was invited of people to whom immediate employment was a necessity, it would be simply creating a congestion of population, and an unemployed question, and throw back the current of desirable immigration for many years. Therefore, it is much better that emigration of this class should only be encouraged in such numbers as can be readily absorbed. The emigration to Canada could easily be increased to treble its present numbers, but, unless it consisted of people for whom there is a demand, it would only promote difficulty and trouble, and the Canadian Government deserve congratulation on the careful and circumspect manner in which this part of its work is conducted.

With regard to the professions and to the lighter callings, including clerks of all kinds, it may be stated that there is little opening for emigration of that kind. The demand is met by the local supply, and naturally anyone living in Canada has an advantage over the stranger, although he may be a British subject. Of course, there is always room at the top of the ladder, but competition is keen, and anyone who knows the country would hesitate to recommend persons of the classes named to go out, especially if obliged to rely upon immediate occupation for a livelihood.

The object of this series of letters has been to give some description, slight and imperfect though it may be, of the parts of Canada which are traversed in journeying from the Atlantic to the Pacific; also to give an idea of the industries of the people, and of the classes which can be recommended to go to Canada, with the certainty of doing well. If they are successful in creating some little interest in the country, and in stimulating further inquiries about its many attractions, its great resources and capabilities, the writer will be abundantly satisfied.

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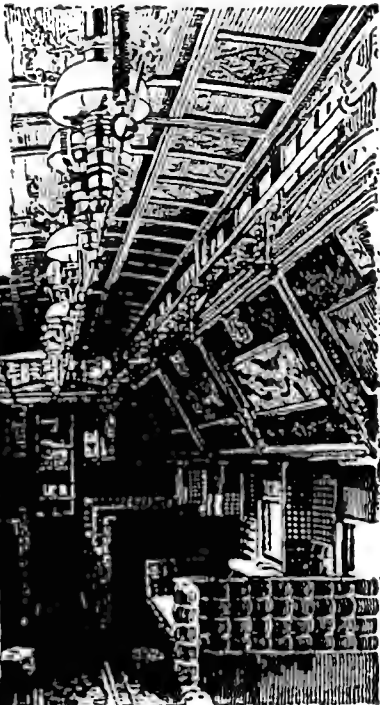
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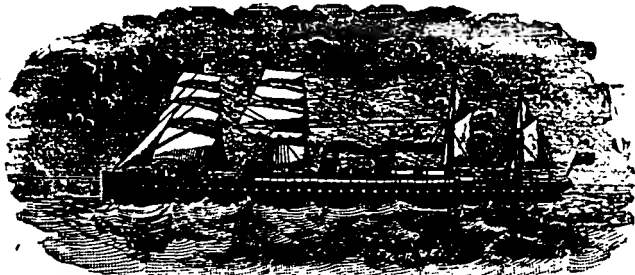
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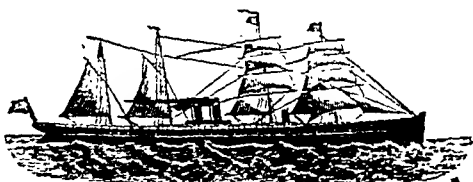
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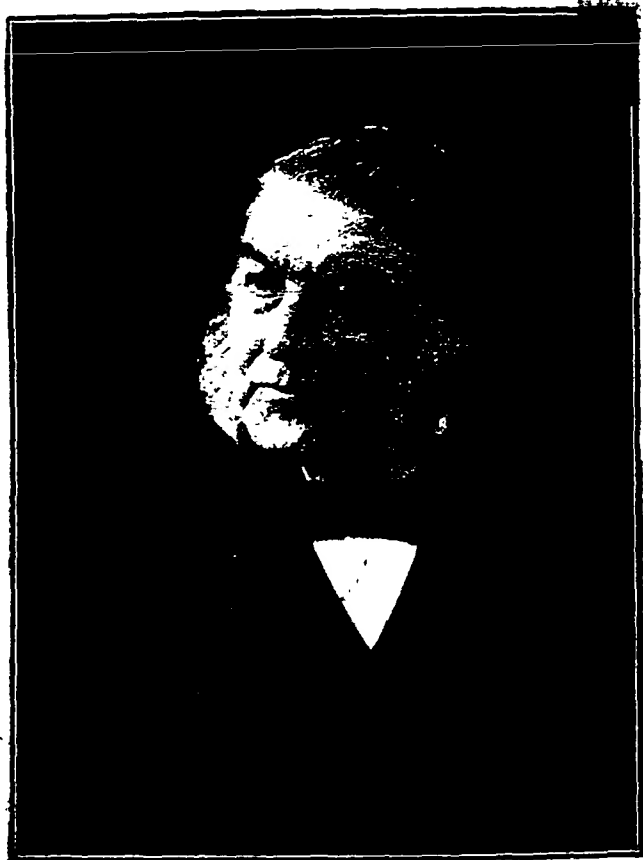
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